'We expect to see her and the kiddies any day now on the cover of Railway Age' (McCall's, October Issue) . . . . . p. 13

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October 15, 1962

RAILWAY AGE WEEKLY

Electric Switch Lamp Lighting Brings Operating Expense Down p. 14

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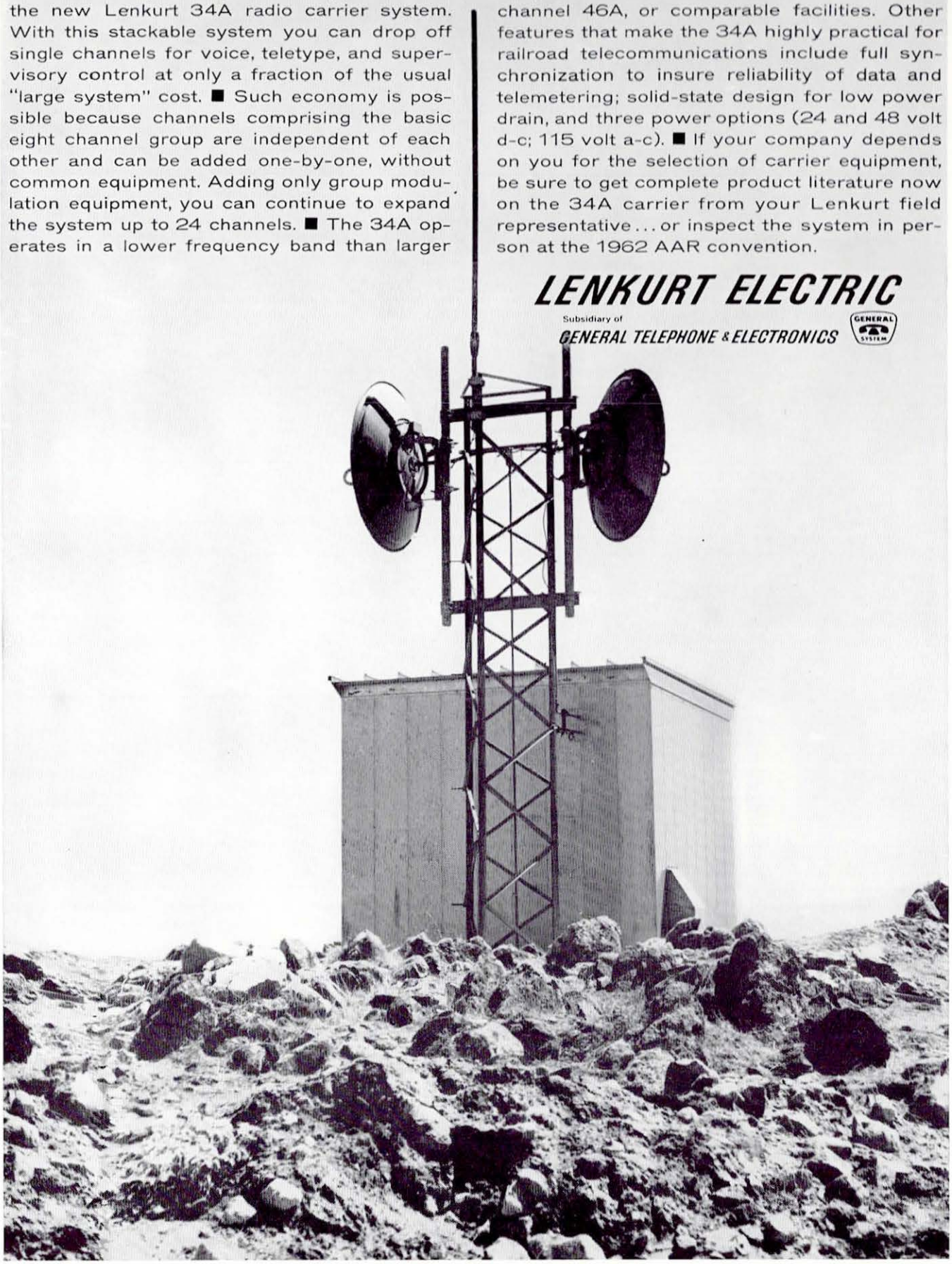

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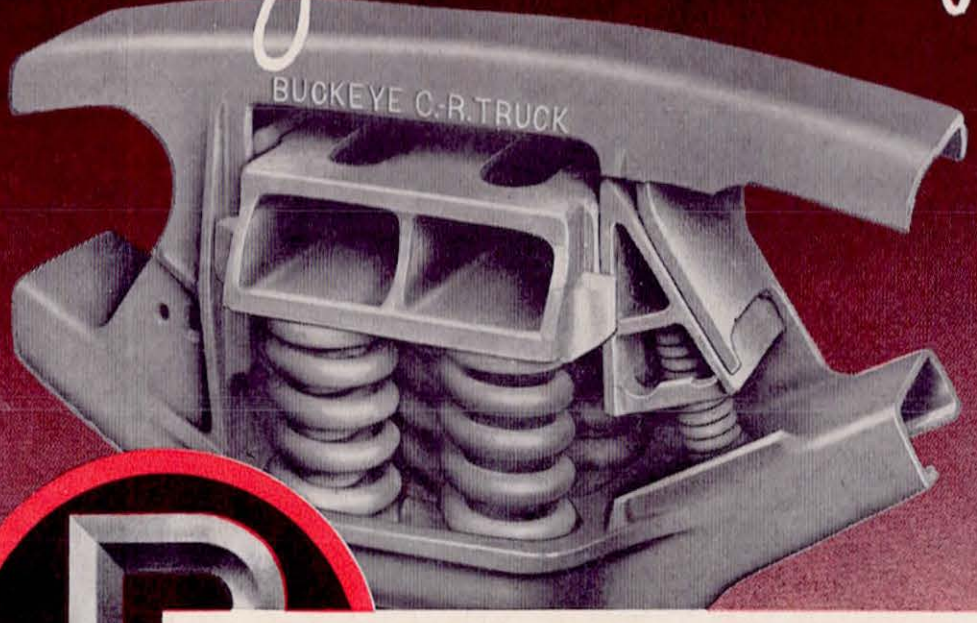

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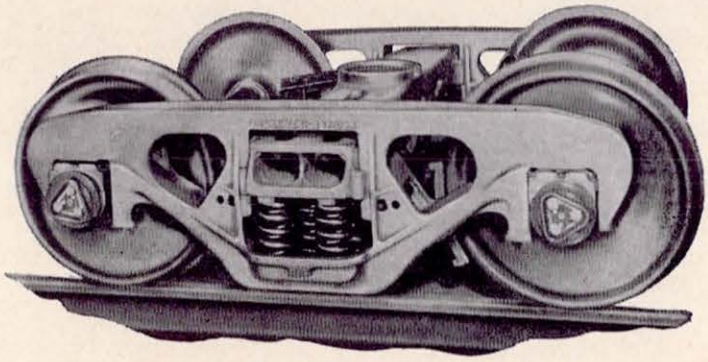

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RAILWAY AGE

WEEK AT A GLANCE

October 15, 1962 • Vol. 153, No. 16

ICC proposes new rules for piggyback

The Commission would eliminate the "plan-number" terminology and recognize two basic types of TOFC service—all-rail and joint intermodal .....p. 9

Electric switch lamps reduce expenses

Converting switch lamps from oil to electric lighting, or installing new electric switch lamps, can bring investment returns as high as 50%, a Railway Age survey reveals p.14

New machine solves tie-disposal problem

An economical way to dispose of old ties involves use of a newly developed machine which picks up and pulverizes the ties and discharges the chips on the right of way p.16

MP renovates its passenger cars

The road is moving ahead steadily with a long-range program of refurbishing all its passenger equipment at the Sedalia, Mo., shops. Current output is eight cars a month ...p.25

CB&Q salesmen 'blitz' Denver

Latest phase of a "creative selling" technique that has kept Burlington passenger revenues soaring was a three-day sales drive in Colorado's capital city p.32

Hotbox detectors alter yard work

The Norfolk & Western's detectors have led to a big reduction in the detention of cars in yards for mechanical department work, and a change in car inspection procedures p.38

C&NW pact may halt ORT job-freeze push

An arbitration board upheld the right of the railroad to abolish jobs. Its report could become a pattern in settling similar disputes elsewhere p.41

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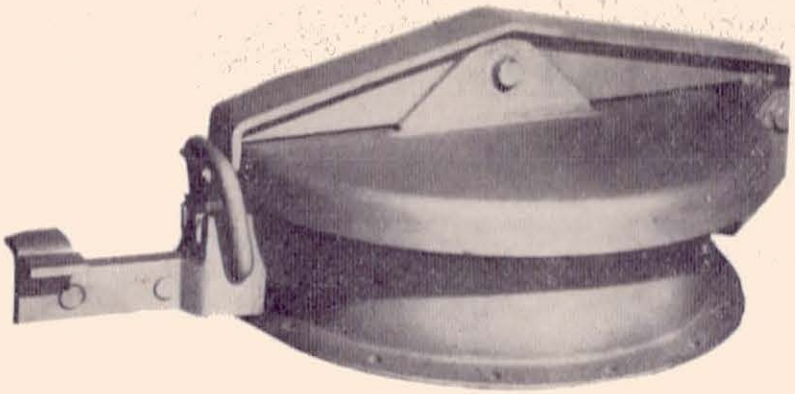

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RAILWAY AGE

WEEK AT A GLANCE

The Action Page—Not enough freight cars?

The car supply and utilization problem—as important as any purely "internal" problem that confronts railroads—will not be solved by any over-simplified formula p.54

Short and Significant

Passage of the urban-transit bill...

is "just a matter of time," says Senator Harrison Williams (D.-N.J.), chief sponsor of the Administration-backed measure. He's mapping a "major push" for enactment in January.

BRT has set an Oct. 29 strike date...

to back demands for an 8% wage increase on Canadian Pacific. The walkout, if it comes, would involve 6,000 Trainmen, system-wide. Negotiations are continuing.

Fare increases won't work any more...

as a way of helping New Haven escape commuter losses, says Trustee W. J. Kirk. The alternatives: state assistance to permit operation without heavy losses; or a drastic service cutback.

Railroad and union lawyers...

have busy weeks ahead in the federal courts. First order of business will be oral arguments on appeals in the work rules case. They'll be heard in Chicago Oct. 22.

Strike insurance and a libel suit...

are next on the legal list. The BRT challenge to the railroad strike insurance plan may be decided in November. Hearings are also due in the BLE-BLF&E-BRT vs AAR libel suit.

Current Statistics

Operating revenues	
6 mos., 1962	$4,703,650,132
6 mos., 1961	4,417,470,000
Operating expenses	
6 mos., 1962	3,713,490,394
6 mos., 1961	3,594,534,970
Taxes	
6 mos., 1962	531,960,577
6 mos., 1961	482,452,262
Net railway operating income	
6 mos., 1962	265,495,659
6 mos., 1961	145,845,950
Net income estimated	
6 mos., 1962	171,000,000
6 mos., 1961	62,000,000
Carloadings revenue freight	
39 wks., 1962	21,567,906
39 wks., 1961	21,084,404
Freight cars on order	
Sept. 1, 1962	12,429
Sept. 1, 1961	9,690
Freight cars delivered	
8 mos., 1962	26,706
8 mos., 1961	22,439
Serviceable cars	
Sept. 1, 1962	1,437,496
Sept. 1, 1961	1,470,420
Cars awaiting repairs	
Sept. 1, 1962	135,257
Sept. 1, 1961	153,570

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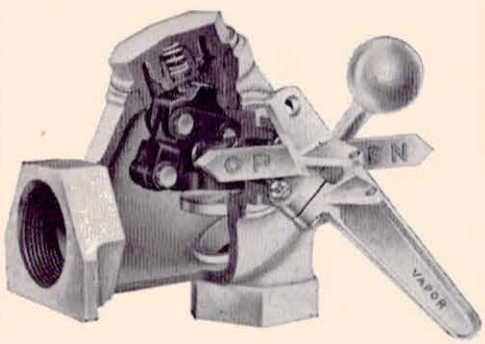

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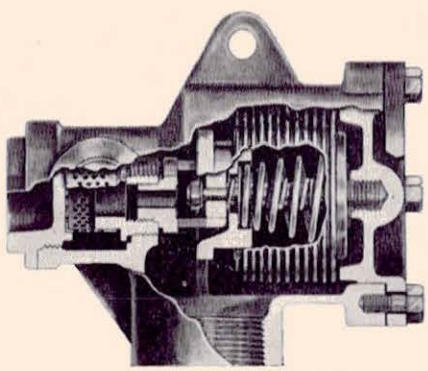

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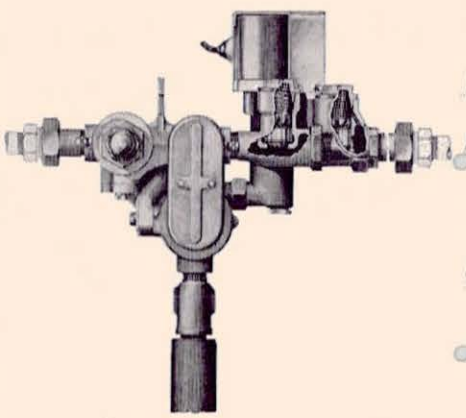

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ICC Proposes New Rules for Piggyback

..► The Story at a Glance: The ICC has proposed new piggybacking rules which would abandon the present plan-number terminology and recognize two basic types of trailer-on-flat-car operations—all-rail service and joint intermodal service. The Commission says its proposed rules are not intended to curtail TOFC services afforded by the various numbered plans now in general use, but they do contemplate ending some present piggybacking practices, such as railroad leasing of trailers and other highway vehicles, or rail cars, to or from shippers or forwarders. They also contemplate putting truckers on a parity with forwarders and other users of Plan III, i.e., they would provide that the railroad share of a joint rail-truck piggyback rate shall not exceed what the railroad would receive "under any all-rail TOFC terminal-to-terminal rates or charges maintained for like services between the same points."

The ICC's proposed new piggybacking rules, which are for interested parties to shoot at, were released by the Commission at last week's prehearing conference in its investigation of trailer-on-flat-car operations—"one of the most important cases to come before the Commission in many years," as Commissioner Herring put it. Mr. Herring and Commissioner Tucker conducted the conference in Washington Oct. 9.

The investigation is the Ex Parte 230 inquiry instituted by the Commission last June (RA, July 9, p.7). It is broad in scope, and could include reconsideration of the "basic and fundamental" piggybacking questions which the Commission passed upon more than eight years ago in the New Haven case. This approach is favored by truckers, while railroads and forwarders have been urging that the inquiry be limited to avoid retrying the New Haven case (RA, Sept. 10, p.44).

Proceeding from its appraisal of the case as a "most important" one, Commissioner Herring's opening statement at the prehearing conference went on to say that piggybacking has developed to the point where an overall policy and "clearcut guidelines" are necessary. The Commission has been deciding piggybacking issues pretty much on a case-by-case basis, Mr. Herring continued. Meanwhile, he noted that the railroads, "to a very great extent," have followed the rules of the New Haven decision.

The proposed new rules embody three definitions (*see box*) of piggyback service—a general definition and definitions of the "joint intermodal" and "all-rail" types which would embrace the present plan-number types. The only service available to truckers would be that provided under joint rates. The Commission's statement explained that the "joint intermodal" type would include Plan I as well as Plan V. The latter is the present joint-rate setup while Plan I involves transportation of truckers' trailers under contract-rate arrangements.

In addition to the definitions, the Commission's proposal contemplates adoption of separate sets of rules governing the two types of service, and billing and notification rules. It was stated that the proposed rules "do not deal with rates as such, but deal only with practices," and they do not deal with the movement of trailers or containers by water carriers (so-called fishy-back service). Moreover, they do not contemplate use of piggyback service by contract truckers.

The rules proposed to govern "joint intermodal" service provide that applicable tariffs must set forth rates, service covered, routes, and names of participating carriers. Such tariffs may be published only by rail, motor, or water common carriers, or their agents, on commodities "subject to economic regulation throughout their entire movement."

Truckers may not participate in the intermodal service if the combined distance over the intermodal route is less than 90% of the distance between the same points over the truckers' authorized highway route. There is provision for Commission grants of relief from this limitation.

Next is the proposed rule which

PROPOSED PIGGYBACK DEFINITIONS TO SUPPLANT NUMBERING

1. "Trailer-on-flatcar (TOFC) service" means the transportation, in interstate or foreign commerce, of any freight-laden highway truck, trailer, or semitrailer (or the container portion of any highway truck, trailer, or semitrailer having a demountable chassis) on a rail car, and/or the return transportation, in interstate or foreign commerce, of any empty highway truck, trailer, or semitrailer (or the demountable container portion thereof) on a rail car.

2. "Joint intermodal TOFC service" means any transportation of property (the motor and/or water transportation of which is subject to economic regulation under the Interstate Commerce Act) jointly provided by a railroad or railroads subject to Part I of the act and a motor common carrier or carriers subject to Part II of the act or a water common carrier or carriers subject to Part III of the act, and which includes, for the whole or any part of the line-haul movement, the performance of TOFC service as defined in (1) above; except that the term "joint intermodal TOFC service" does not include the transportation of property moving under contract rates as set forth in Section 409 of the act.

3. "All-rail TOFC service" means any transportation, other than transportation embraced in (2) above, provided by a railroad or railroads subject to Part I of the act, which transportation includes the performance of TOFC service as defined in (1) above.

• **THE RATE-FREEDOM GAIN** which railroads won in I&S No. 7269 (RA, Oct. 8, p. 7) provides general clearance by the ICC for numerous Plans III and V piggyback rates on new automobiles shipped between points in Central, Southern and Southwestern territories. Plan III is ramp-to-ramp service for trailers furnished by shippers; Plan V is joint rail-motor service with participating truckers furnishing the trailers. The cleared rates are maintained by eight railroads—Wabash, Kansas City Southern, Louisiana & Arkansas, Frisco, Missouri Pacific, Texas & Pacific, Cotton Belt and Katy. They have been in effect about 2½ years, and have been attracting much new-automobile traffic formerly handled by long-distance truckers. They were assailed by the National Automobile Transporters Association and the Regular Common Carrier Conference of American Trucking Associations, but supported by automobile manufacturers who have been using them for a steadily rising percentage of their shipments.

THE PROTESTANTS complained that the rates "virtually eliminated the motor carriers from the line-haul carriage of automobiles, reducing them to the performance of little more than local pick-up and delivery service." They also sounded familiar cries of the "destructive-competition," "lower-than-necessary-to-meet-competition" and "ignore-weight-and-value" variety. Examiner George A. Dahan's proposed report in the case recommended condemnation of the Plan III rates.

ALL OF THIS WAS REJECTED by the Commission as it went on to clear the rates under the Interstate Commerce Act's rate-making rule, which includes Section 15a (3), the rate-freedom provision added by the 1958 Transportation Act. With all of the rates above out-of-pocket costs, and most of them above fully-distributed costs, the Commission found them clearly compensatory. And, in the absence of truck-cost evidence, it also concluded that the railroads are the "low-cost mode."

THIS SHOWING precluded a finding that the railroads are engaged in destructive competition in contravention of the National Transportation Policy, even though some auto truckers "may lose a substantial part of their long-haul traffic." Here, the Commission relied on Section 15a (3)'s anti-umbrella provision which prohibits holding rates of a carrier up to a particular level to protect the traffic of another mode, and on the policy's call for recognition and preservation of each transport mode's inherent advantage.

MEANWHILE, the Commission did condemn Plan V rates published on the per-vehicle basis, and tariff rules permitting unrestricted substitution, by the railroads, of multi-level car service for trailer-on-flat-car service. These set-backs, however, are relatively minor.

THE PER-VEHICLE-RATE ISSUE was resolved quite readily when the railroads offered to republish such rates on a per-carload basis. As to the substitution rule, the Commission indicated that it would be purged of unlawfulness if modified to limit the number of vehicles carried on a substituted multi-level car to the number which could be carried in two trailers on a flat car.

would limit railroad divisions under joint intermodal rates to what the railroads receive for performing similar terminal-to-terminal services under all-rail rates. Another rule would require railroads entering intermodal arrangements to extend like arangements to other motor or water carriers "under similar circumstances and conditions" —but it would be the railroads' duty to ascertain that the connecting carriers have authority to transport the commodities involved.

The billing carrier participating in a joint intermodal service could refuse to reveal the identities of the shippers or consignees to its connecting carriers, but it would then have to assume "full responsibility for the complete movement."

Other proposed intermodal rules would limit interchange of traffic to common points of service; prohibit railroads, truckers or water carriers from acting as agent of a shipper or forwarder in arranging for transportation by other carriers subject to Commission jurisdiction without providing therefor in tariffs; and place upon railroads the "full" responsibility for the safe loading, securing and unloading of trailers.

The rules proposed to govern "all-rail" service would require publication in tariffs of all services, rates and charges, including charges for storage, demurrage, detention of highway vehicles, allowances, accessorial services or practices, etc. These services and charges would have to be set forth in "clear and explicit terms." The proposed anti-leasing rule reads as follows:

"Railroads or persons under common control with railroads shall not use in TOFC service, or lease, directly or indirectly, highway trucks, trailers, or semi-trailers, and/or rail cars to or from shippers or freight forwarders."

As in the case of intermodal service, here, too, would be a rule prohibiting railroads from acting as shipper or forwarder agents without providing for such service in tariffs. Another rule would require imposition of storage or demurrage charges on highway vehicles or rail cars provided by shippers while such equipment is on railroad premises. Handling in all-rail service of trucker or water-carrier trailers empty, or loaded with commodities exempt from regulation, would be permited.

Among the proposed billing and notification rules is one requiring that two or more trailers must be tendered by a shipper in the same day in order to qualify for a multiple-vehicle rate.

Commissioner Herring indicated that the proposed rules might be modified as the inquiry proceeds. "If they lack anything, this can be brought out in verified statements," he said.

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Alternative Seen In Rate Hassle

► **The Story at a Glance: Commissioner Webb of the ICC has advised common carriers to resolve their controversy over President Kennedy's proposal to remove bulk and agricultural commodities from minimum-rate regulation by getting together on a compromise plan which would achieve "a substantial rollback" of the present exemptions enjoyed by water carriers and truckers.**

The possibility of finding a "feasible alternative" to President Kennedy's proposal to end the ICC's power to fix minimum rates for railroad and truck transportation of commodities in bulk, and for railroad and water transportation of agricultural products is seen by Commissioner Webb. The Presidential proposal, advanced in Mr. Kennedy's Transportation Message to Congress, is designed to remove inequities now present because there is no regulation of water transportation of commodities in bulk, or of truck transportation of agricultural products.

Commissioner Webb's suggestion was embodied in his Oct. 9 address at American Trucking Associations' annual meeting in Chicago, where he spoke to ATA's Regular Common Carrier Conference. He emphasized that he was not making the suggested plan his own recommendation. At the same time, he also emphasized his acceptance of the view that repeal of the present exemptions, as advocated by the Commission, is not politically feasible; and he made clear his feeling that any try at equity, even the President's proposal, is preferable to the present situation.

"If a choice must be made between equality and perilous innovation, on the one hand, and the maintenance of an inequitable status quo, on the other, the courage implicit in the first choice is more appealing than the caution involved in the second," Mr. Webb said.

He went on to say that "fortunately, we are not limited to that either-or proposition." He outlined his "feasible alternative" as follows:

"Some consideration ought to be given to a dual standard of regulation administered by the Interstate Commerce Commission. Under such a dual standard, bulk and agricultural commodities would be subjected to less restrictive rate and entry controls than now apply to the transportation of other commodities.

"One way to lower the present standard of minimum rate regulation would be to provide, as to bulk and agricultural commodities, that rates may be condemned only if found by the Commission to be destructive competition. Such a standard of ratemaking would place greater emphasis on carrier motivation, and less on the mechanical application of cost formulas; would be more concerned with utilization of excess plant and equipment, and less concerned about the perils of the so-called added-traffic theory of ratemaking; would enlarge managerial descretion and eliminate paternalism. . . .

"Some such rate-making standard for bulk and agricultural commodities, coupled with provisions to prevent discrimination, would equalize competitive opportunities to a greater extent than the Administration's proposal. In addition, private carriers should be confined to operations reflecting the distinctive advantages of that form of transportation.

"No such dual standard of regulation would be realistic unless exempt for-hire carriers and their shippers could be given positive assurances that regulation will not restrict existing territorial operations or require an increase in rates. It has been suggested that carriers, which apply prior to a specified cut-off date, might be granted, without any formal proceeding, a certificate authorizing the transportation of agricultural commodities to, from, and between any points and territories in the United States they desire to serve. In addition, consideration might be given to making the initial rates filed by newly-regulated motor carriers of agricultural commodities and newly-regulated water carriers of bulk commodities not subject to suspension or cancellation by the Commission under its minimum rate authority."

Regardless of whether or not these ideas are feasible, Commissioner Webb continued, the regulated common carriers should determine what concessions should be made to exempt carriers in the interest of achieving a "substantial rollback of the exemptions." He thinks there are advantages in regulation which the regulated carriers are in a position to sell; and he thinks exempt carriers might welcome "some degree of rate stability and some measure of protection against discrimination and rebating."

The commissioner warned, however,

(Continued on page 48)

Our First Cover Girl—And Why

Here it is, McCall's—the Railway Age cover that you clearly thought you'd never see. The writer in your October issue put it this way: "Although she [Mrs. John F. Kennedy] is not a film star, she has been on the cover of Photoplay twice, and we expect to see her and the kiddies any day now on the cover of Railway Age."

Not to disappoint so influential a contemporary as McCall's, we're happy to follow the suggestion and break our 106-year tradition of "no cover girl" (and thanks to Wide World for the photo).

Railway Age is strictly nonpartisan as to politics, but the present occupant of the White House has come up with the best program for transportation equality that has been put forward by any President. We'd gladly oblige by publishing photographs of other attractive helpmeets of other distinguished political leaders, regardless of party, who will be kind enough to go as far as Mr. JFK has gone in a sincere effort to bring order out of this nation's present transport chaos.

Our editorial ties with Washington are close, regardless of which party is in power. Railway Age was the first single-industry magazine to have a full-time editor in the national capital (1916). Walter Taft, our present editor, is fully accredited to the White House and has participated regularly in the news conferences of four presidents.

We're proud of our Washington coverage and are happy this week to add a new and gracious dimension to it. Thanks, McCall's, for the hint.

Robert G. Lewis

PUBLISHER

Economics of Electric Switch Lamp Lighting

	C&O	L&N	NYC[1]	UNION[2]	E-L[3]	LV
1) Cost of installation:						
(a) Capital investment	$110,099	6,002	7,308	23,000	$100.00	$80
(b) Operating expenses	29,777	1,093	1,640	22,000	4.00	5
(c) Total	139,876	7,095	8,948	45,000	104.00	85
2) Gross saving per annum	68,136	7,232	—	25,000	46.00	15
3) Increased annual operating expenses	21,115	4,234	—	17,000	34.00	
4) Net reduction in annual operating expenses	47,021	2,998	1,712	8,000	12.00	15
5) Deduction for interest charges	(6%) 8,393	270	(6%) 438	(5%) 2,250	(4½%) 4.50	(4%)
6) Net saving per annum	38,628	2,278	1,274	5,750	7.50	15
7) Annual return over interest:	(6%)	—	(6%)	(5%)	(4½%)	(
(a) On capital investment	35.1%	45.4%	11%	25%	7.5%	14
(b) On total cost	27.6%	38.4%	8%	13%	7.2%	13

[1] 134 units
[2] Typical replacement for 450 kerosene switch lamps with battery-powered lamps.
[3] Per lamp basis; 1958 prices for Hornell, N.Y., yard.
[4] Per lamp basis.
[5] 50 lamps (both AC and battery power).

Electric Switch Lamps Reduce

► **The Story at a Glance: In the never-ending search to reduce operating expenses, railroads have found switch lamp lighting well worth investigating. Conversion from oil to electric lighting, or new installations of electric switch lamps, can produce returns on the investment ranging from as low as 5-10% to as high as 40-50%. A Railway Age survey on the subject revealed that most electric switch lamps are in yards, batteries as a power source are most widely used, with roads preferring to use an air-depolarized cell for each switch lamp. Only one railroad is using an automatic device to turn lamps on and off. Steel battery boxes and glass lenses are preferred.**

Eleven railroads having 15,135 electric switch lamps in service were surveyed by Railway Age to determine the economics of such lighting. Approximately 10,000 of these switch lamps were converted from kerosene- or oil-burning lamps, the remainder being new installations of electric lighting. As might be expected, most electric switch lamps are used in yards. The breakdown: Lamps used in yards total 11,863; in terminals, 1,291; line of road, 1,196; CTC and APB territory in line of road, 785.

Here are the questions asked in the survey, plus a summarized account of answers:

What power source have you used for electric switch lamp lighting installations?

All 11 railroads replying to the survey use battery power for all or part of their switch lamp lighting installations. The roads are: Chesapeake & Ohio; Erie-Lackawanna; Lehigh Valley; Louisville & Nashville (also uses AC); Missouri Pacific (2.5- and 2.6-volt battery, and 110 volts to 10-volts AC); New York Central (also uses AC); Pennsylvania (also uses AC, and has an atomic lamp on trial); Reading; Toledo, Peoria & Western; Union Railroad (78 lamps are on AC and 485 operate off batteries); and Western Pacific.

When converting from oil to electric lighting, did you convert to AC, battery or other power sources?

The answers to the previous question also apply to this question, except in the case of the WP, which did not convert but installed new electric switch lamps.

If AC power is used for switch lamp lighting, what voltage do you use for distribution to each lamp and what is the voltage of each switch lamp? If a lower lamp voltage is used than that for distribution, what size transformer is used? Is there a transformer at each lamp, and if not, how many lamps feed off one transformer? Related to these questions on AC power is one: **What size bulbs are used in your electric switch lamps?**

Only five railroads reported using AC power for electric switch lamp lighting. L&N distributes either 10- or 110-volt AC to switch lamps, using bulbs operating off those voltages. Various size kva distribution transformers are used with voltage ratings of either 550/110 or 440/110 volts. Where 10-volt lamps are installed, a transformer is used with each lamp. The 10-volt lamps are rated at 5 watts, and the 110-volt lamps are rated at 10 watts. MP distributes 110-volts AC to each switch lamp. Each lamp is rated at 10 volts, .25 amp. At outlying locations, a transformer is used with each switch lamp, but in yards as many as 20 lamps will feed off one transformer. Where NYC uses AC for switch lamp lighting, it distributes 112 volts, which is stepped down through a transformer at each

RDG[4]	MP[5] AC	MP[5] Battery
$74.66	7,500	4,000
6.54	850	850
81.20	8,350	4,850
46.36	3,000	3,000
—	1,150	2,000
46.36	1,850	1,000
¼%) 3.17	(4½%) 338	(4½%) 180
42.19	1,512	820
(4¼%)	(4½%)	(4½%)
56.5%	20.2%	20.5%
51.9%	18.1%	16.9%

Expenses

12-volt AC lamp. While the PRR distributes 110- or 220-volt AC and steps it down to 12 volts AC, 10 to 20 lamps are fed off one transformer. The PRR uses a 12-volt, 2.5-watt bulb for AC lighting. Union supplies 110-volts AC, which is stepped down through a transformer at each switch to feed the electric light bulb.

Where battery is used for switch lamp lighting, what size and kind (type) of batteries are you using?

E-L listed four battery types used for switch lighting: Edison Carbonaire 2-S-J-1, Edison 500, National Carbon AC500, and National Carbon CG212. L&N, MP and Union also use the CG212 and the 2-S-J-1. Five other roads listed the Edison Carbonaire as the battery used for switch lamp lighting: LV, NYC, RDG, TP&W and WP. C&O reported using a 2.5-volt primary airdepolarized 1,000-1,200-ah battery, but did not specify the manufacturer. Similarly, the PRR reported using a 1,000-ah primary battery.

If using battery power for switch lamp lighting, do you have a battery for each lamp or for several lamps? What size light bulbs are being used?

All roads reported using a battery for each switch lamp. The most popular light bulb (six railroads reported using it) is rated at 2.9 volts, 0.15 amp. Two roads, the E-L and L&N, use a 2.5-volt, 0.12-amp light bulb and a 13.5-volt, 2.5-amp bulb. Union and MP favor a 3.5-volt, 0.12-amp light bulb, while the WP uses a frosted 2.7-volt, 0.15-amp lamp. The Reading indicated that its light bulbs are inside frosted.

Are you using any device to turn electric switch lamps on or off?

Only positive answer was from the Union, which said it is using a photocell. NYC and TP&W are testing photocells for such use, but gave no results of such tests. LV reported that tests showed photocells to be unsatisfactory.

With battery power, what type of battery box is used: wood, concrete, steel, plastic or other? Are glass or plastic lenses being used?

Steel battery boxes are used by nine railroads. Concrete and plastic are each used by four railroads. Some roads use several kinds of battery boxes. The PRR, for example, uses both wood and concrete boxes, while the E-L has battery boxes made of cast iron, concrete, plastic or steel.

All 11 railroads reported using glass lenses, and eight of these also are using plastic lenses as well. Of the plastic users, MP reports using some, and NYC and WP report having plastic lenses on a test or experimental basis.

To determine the economics of switch lamp lighting, the survey asked each railroad to supply information concerning a typical installation. Nine roads supplied economic statements: (1) C&O, L&N, NYC and Union reported on installations covering several switch lamps; (2) E-L, LV, RDG and WP supplied information on the basis of an individual switch lamp installation; and (3) MP furnished data concerning the economics of 50 switch lamps lighted with either AC or battery.

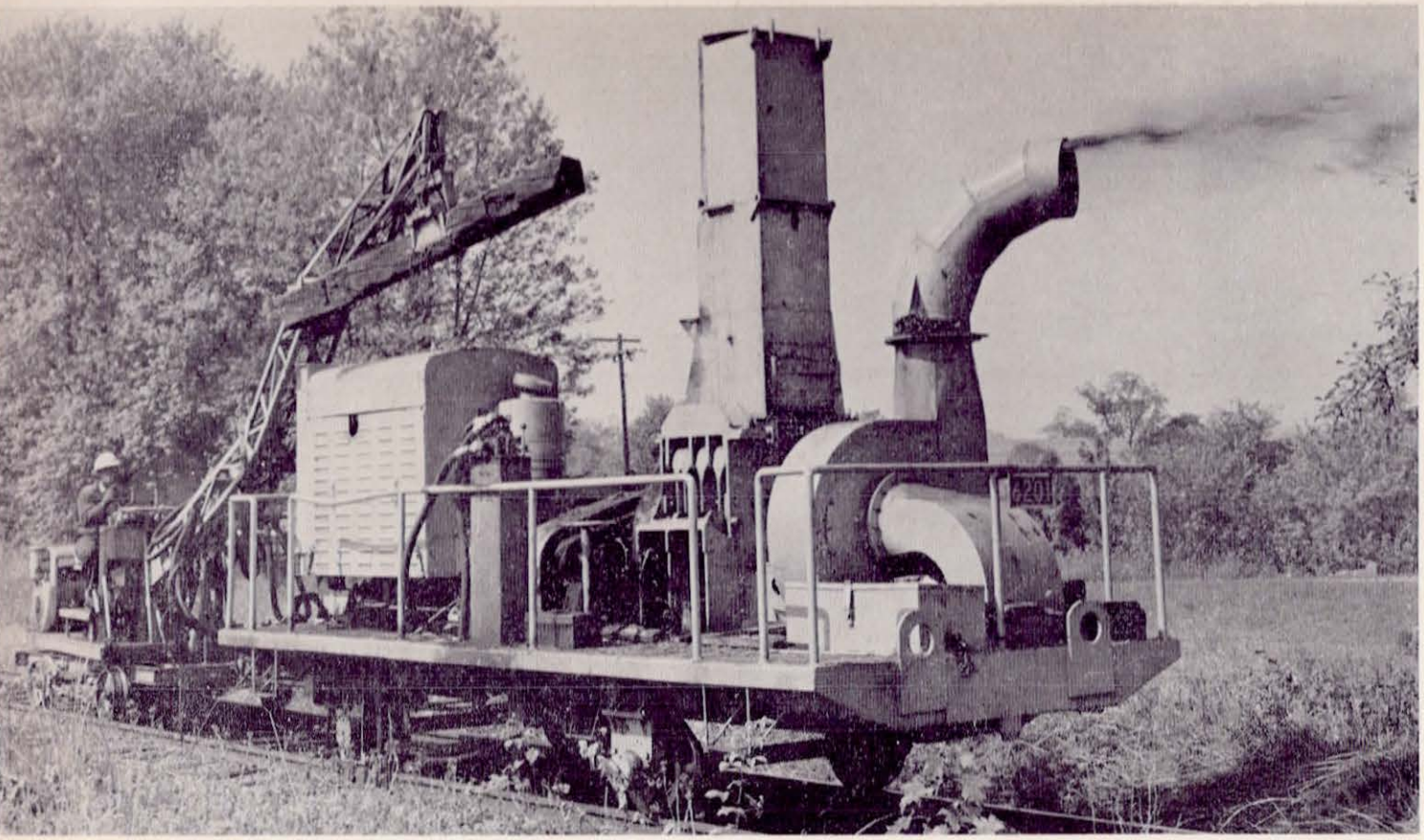
Western Pacific's economic statement concerns the installation of 46 electric switch lamps in a yard at Milpitas, Cal. Figures given were on a per-lamp basis. The cost to install an electric switch lamp is $86.21, compared with $22.40 to install an oil lamp. Actual cost to maintain and operate an oil lamp is $29.16, while such cost for an electric lamp is $15.62, producing a saving of $13.54 annually by using an electric switch lamp. A 15.7% return on gross investment is obtained by using an electric switch lamp. The return on the increased cost of an electric over an oil lamp is 21.2%. WP reported that during the first year of operation a careful record of the electric switch lamp installation was maintained. The 14 outages were all due to lamp failure. It was also necessary to replace a few lamp banners which were knocked off lamps at one or two points in the yard. Edison 2-S-J-1 primary batteries are used and replaced at a 10-month expected service life.

Although not included in the survey, two subjects have a definite bearing on electric switch lamp lighting and the extent to which its growth continues on the railroads. The widespread use of reflectorized materials for use on such things as signs and freight car markings, has created some interest among railroads as to the possibility and advisability of using such material instead of switch lamps to identify switch positions. In its new Symington retarder classification yard at Winnipeg, Man., the Canadian National has employed reflectorized markers to show the direction in which a switch is lined, instead of using traditional switch lamps. The targets (or markers) are diamond-shaped green and yellow plates which rotate during switch movement. These markers are reported to be very effective during the night as well as during the day. The yard is extensively lighted with mercury vapor floodlights during dusk and night hours.

Atomic switch lamps have found rather limited use, and most such lamps are still in service on a test basis. Pennsylvania installed nuclear-powered lamps on two main track switches in 1959. These lamps, using Krypton 85 gas, are reported to have a life of approximately 10 years without requiring replacement of the atomic element. These lamps are visible at night at a distance of 500 yards. The road reports the only maintenance required on these lamps is an occasional cleaning to remove dust from the lenses. The New York Central has 50 atomic switch lamps in service at its Robert R. Young automatic retarder classification yard at Elkhart, Ind., and reports that these lamps are satisfactory.

ELECTRIC SWITCH LAMPS IN SERVICE ON 11 RAILROADS

C&O	4,752
E-L	1,234
LV	550
L&N	1,030
MP	2,100
NYC	400
PRR	4,000
RDG	415
TP&W	45
Union	563
WP	46
Total	15,135



OPERATIONS of tie-disposal unit are controlled from operator's position on the Tie Handler. Here a tie is on its way to chute of the Blo-Hog, while tie chips are being discharged from machine's blow pipe.

New Machine Solves Tie-Disposal Problem

► **The Story at a Glance: The Chesapeake Region of the Pennsylvania has found an economical method of disposing of old ties without burning them. The method involves use of a newly developed machine which, operated by one man, picks up and pulverizes old ties and discharges the chips onto the right of way. Experience indicates the machine will handle 30 to 50 ties an hour, depending on the kind and condition of the wood.**

Economical disposal of old ties removed from track is becoming more of a problem in areas where burning is prohibited because of the fire hazard.

On the Chesapeake Region of the Pennsylvania an important step toward solution of this problem has been taken in the form of a machine that chews up old ties and blows the chips onto the right of way. Use of the machine, known as the C-T Tie Disposall, is said to eliminate the necessity of following tie-renewal operations with a work train or track crane for loading old ties in areas where they cannot be burned.

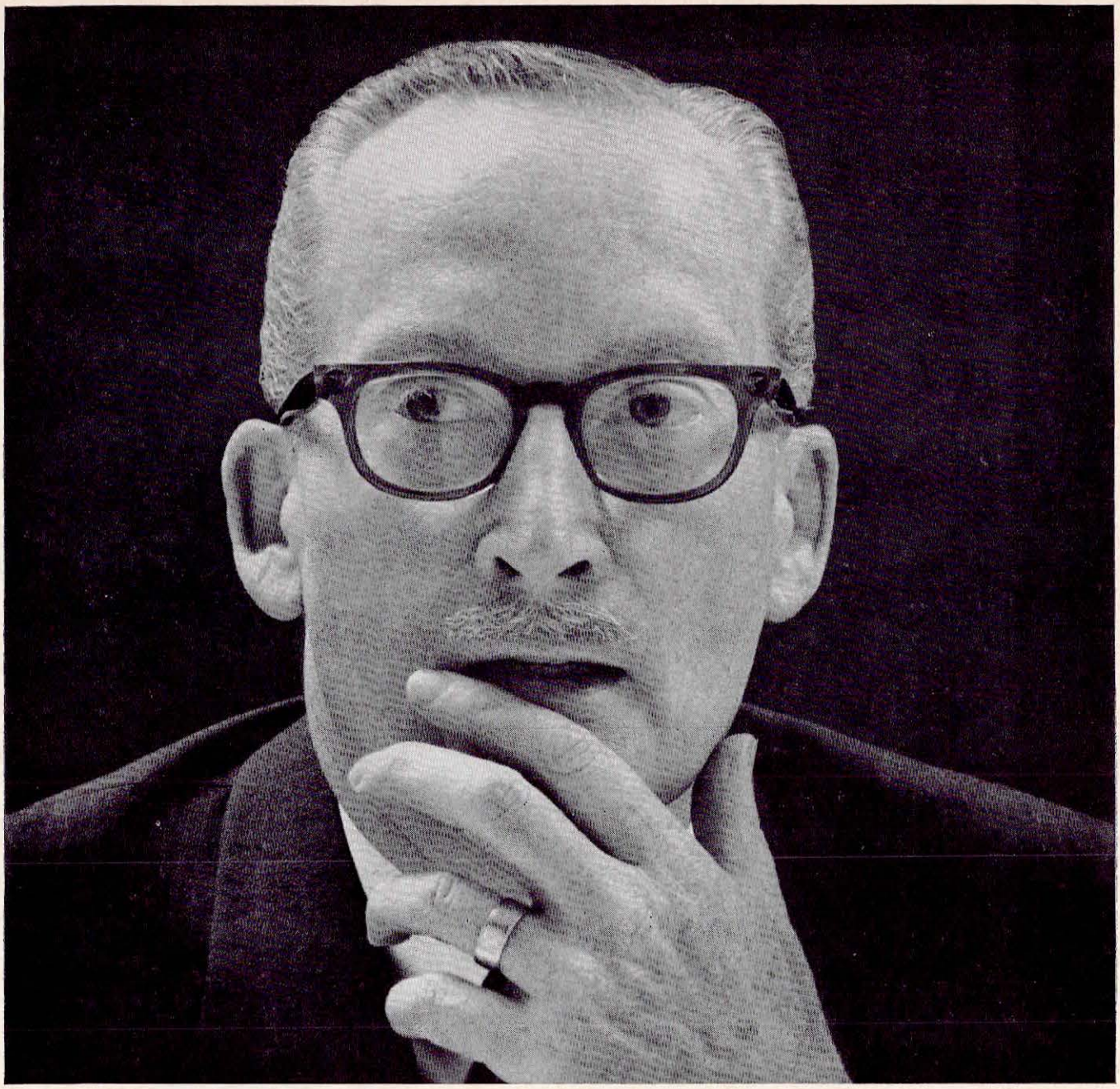
The C-T Tie Disposall is comprised of two units, semi-permanently connected. The larger unit contains a 270-hp diesel engine which powers the tie "chewer" and the hydraulic power system. The tie chewer consists of a Blo-Hog manufactured by the Jacksonville Blow Pipe Company, Jacksonville, Fla. The smaller unit is an RTW Tie Handler, which has been modified for operation with the larger unit and connected to it. The combination can only work as a unit, the old ties being fed to the chipper unit by the Tie Handler. The complete C-T Tie Disposall weighs 40,400 lb.

All working operation of the C-T Tie Disposall are controlled by one operator. Use of the adapted Tie Handler is said to virtually eliminate the need for labor assistance in picking up old ties from along the track shoulder; ties may be picked up from either side of the track with equal ease. The operator, sitting in the operator's seat of the Tie Handler, uses its regular controls, except "travel." Additional controls have been added so he may operate the tie-feeder chute, emergency diesel shutdown, travel for working movements, and the hydraulic brakes; functions which are on the larger unit and are powered from the diesel engine.

Travel movement is hydraulically actuated through a heavy-duty truck transmission and is furnished by the larger unit towing the smaller Tie Handler. When moving and not working, the operator controls the travel movement from a dual control position on the larger unit. The control position also contains duplicate controls for the hydraulic brakes and horn.

It is pointed out that the large weight differential between the two connected units dictates that the safest place for the operator to ride, when traveling, is on the heavier unit. In an emergency, however, when there is a failure on the larger unit and hydraulic travel power is not available, the operator is allowed to ride on the Tie Handler when

(*Continued on page 24*)



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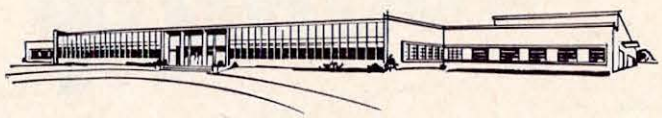

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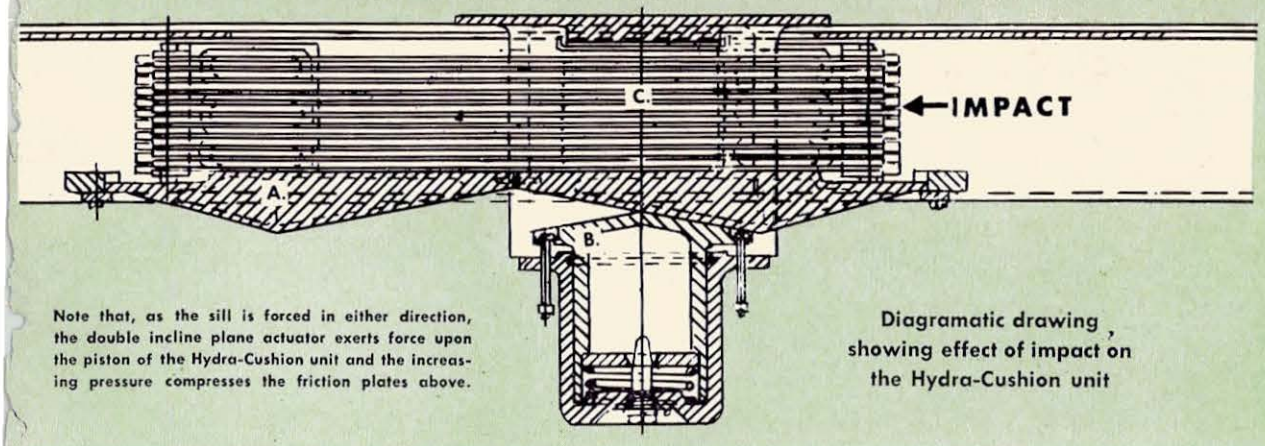

Note that, as the sill is forced in either direction, the double incline plane actuator exerts force upon the piston of the Hydra-Cushion unit and the increasing pressure compresses the friction plates above.

Diagramatic drawing showing effect of impact on the Hydra-Cushion unit

ydra-Cushion underframe ssures lading protection ven at impacts of 14 mph.

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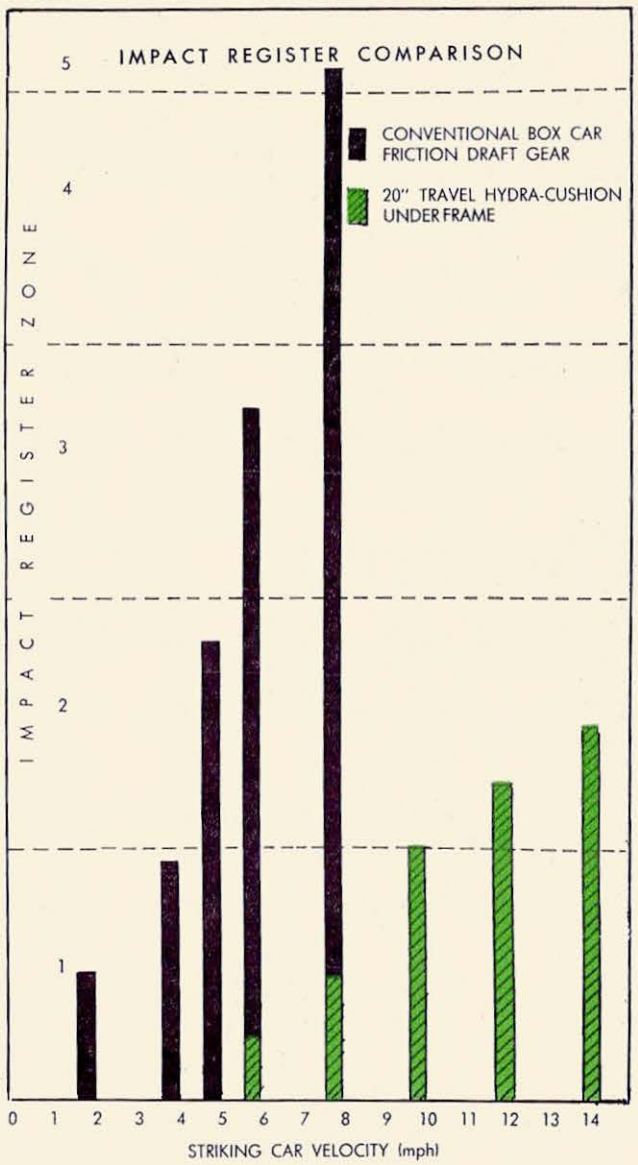

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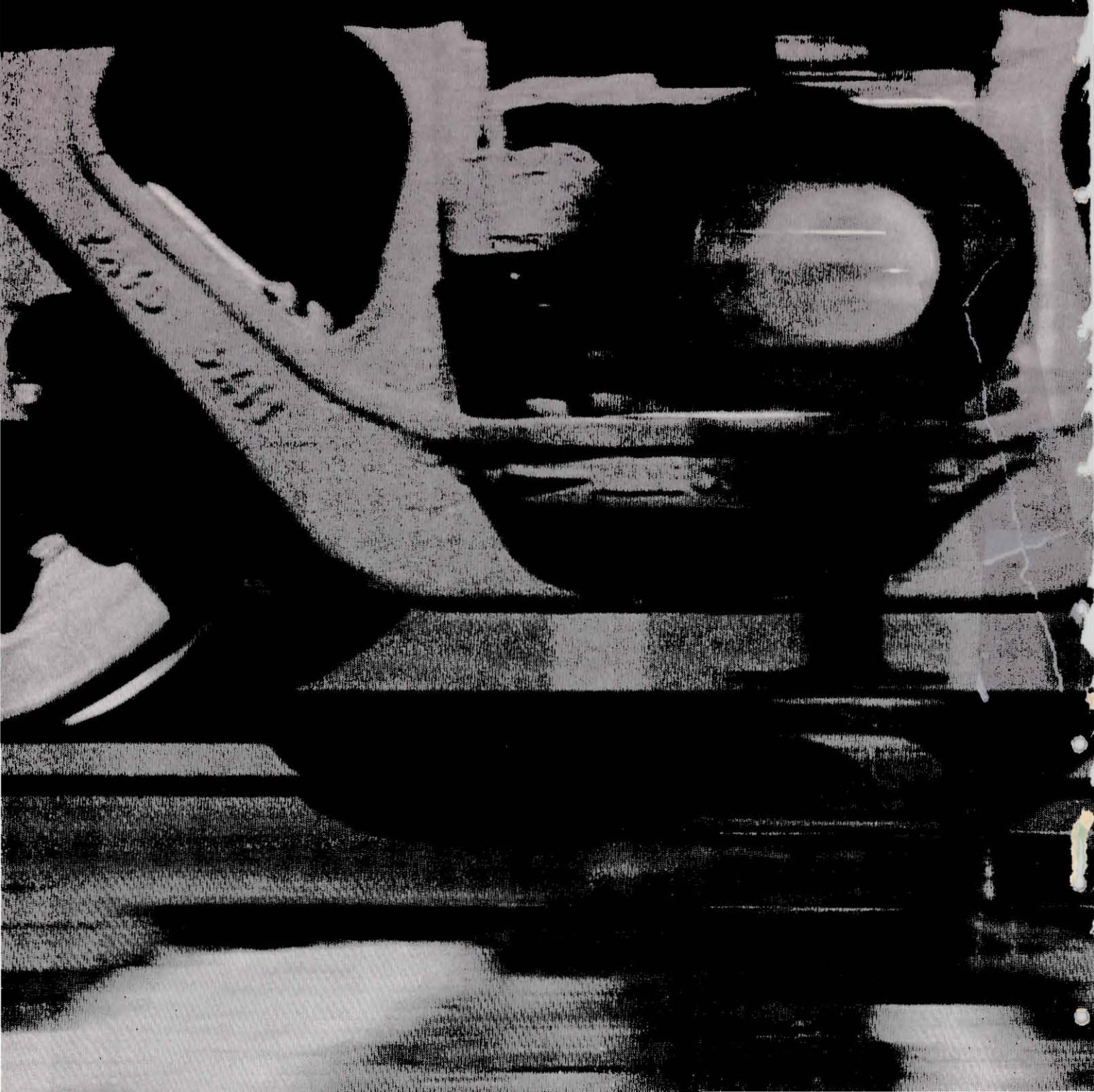

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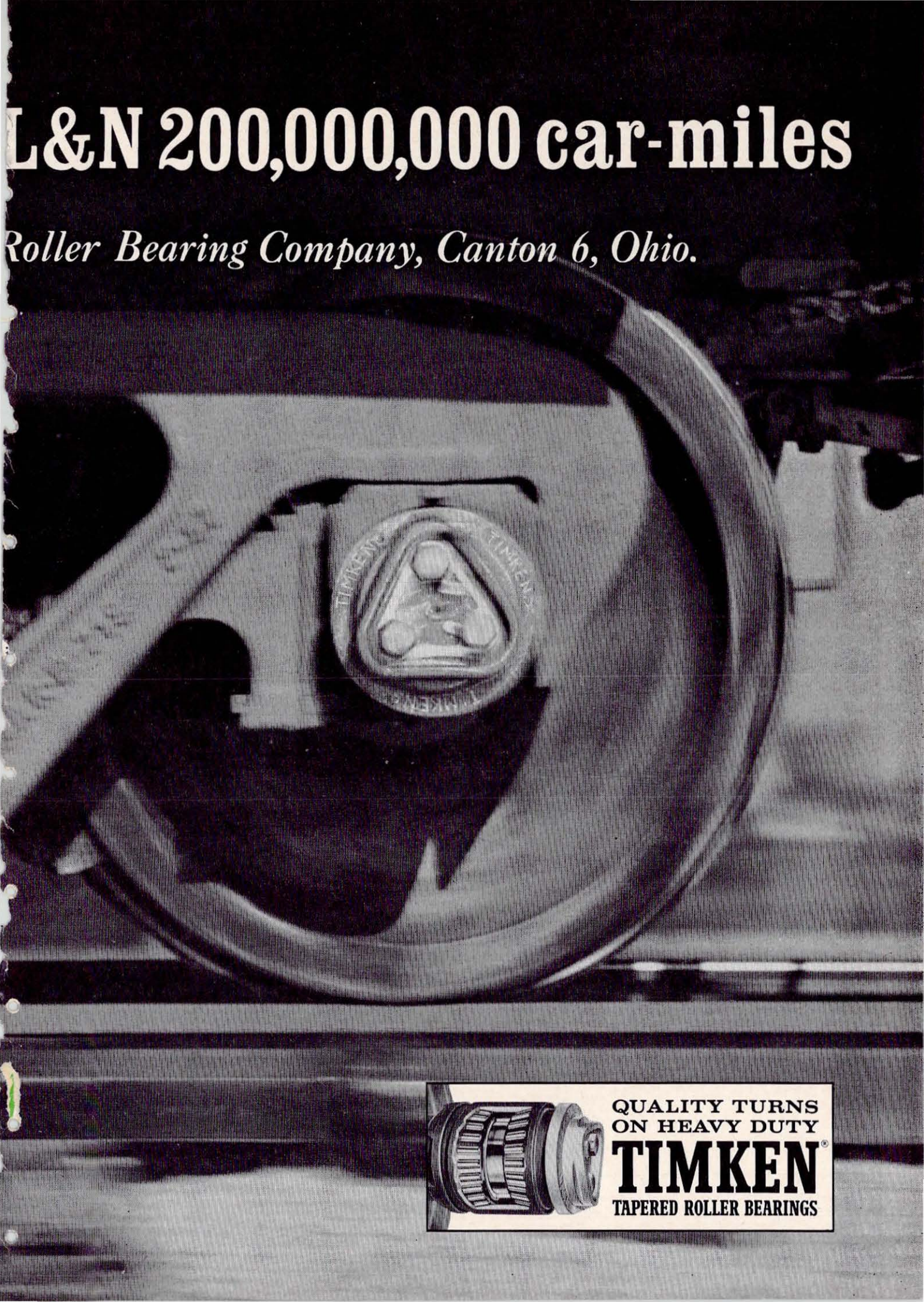

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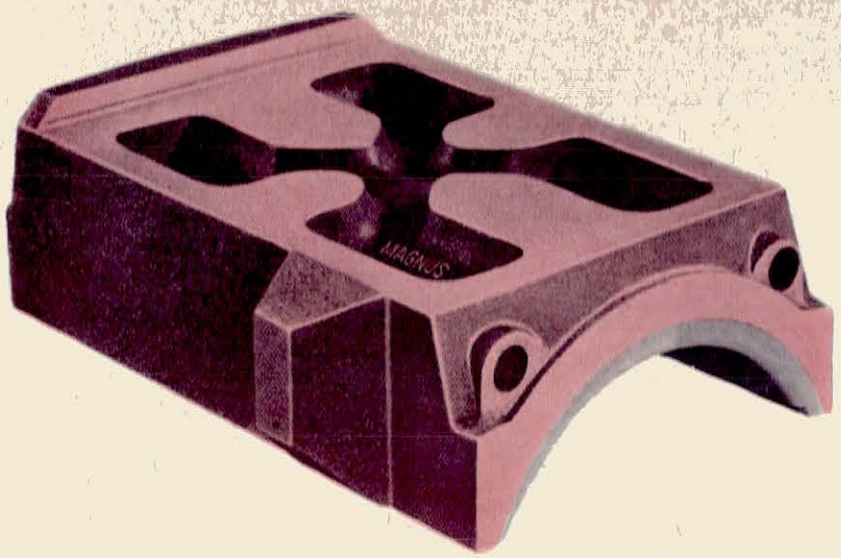

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TIE DISPOSAL SOLVED (Continued from page 16)

moving the unit. The Tie Handler, with its hydraulic travel motors engaged, using its own separate power plant, can move the Disposall unit at slow speed to the nearest siding, clearing the track.

The Blo-Hog is powered from the clutch tail shaft of the diesel engine through a speed-reducing belt connection containing 15 C-90 size belts. Maximum travel speed of the unit is 17 mph.

Experience to date indicates the C-T Disposall will chew up old crossties, blowing the chips along either shoulder area, at the rate of 30 to 50 ties per hour. The actual rate of production depends on the condition of the ties being fed into the Blo-Hog unit. The more dense main-line ties, split on the ends and solid in the center, require more time than soft, deteriorated ties. Treated oak ties, 7 in. by 9 in. by 8½ ft, take longer than softwood ties, 6 in. by 8 in. by 8½ ft. The chips are deposited on either side of the track shoulder line in an area extending as far as 20 ft from the track, depending on the angle setting of the discharge pipe.

Spike stubs, full spikes and anti-split devices are chewed up with the wood, with no apparent effect on the cutting teeth, it is reported. The lighter scrap is blown out with the wood chips. The heavier pieces of cut spikes collect in a chute underneath the Blo-Hog and are removed at the end of each day.

A few tie plates have been chipped along with the tie when they have not been visible to the operator while picking up the old tie. In such cases, it is explained, shear pins in the Blo-Hog's interior allow the tie plate to drop through to the chute below, preventing damage to the mechanism. The shear pins were installed to protect the cutting teeth from damage from oversized metal pieces. A regular "diet" of tie plates is not recommended, according to a railroad spokesman, because replacing the sheer pins is a four-hour task, production time is lost, and undue strains are imposed on the machine.

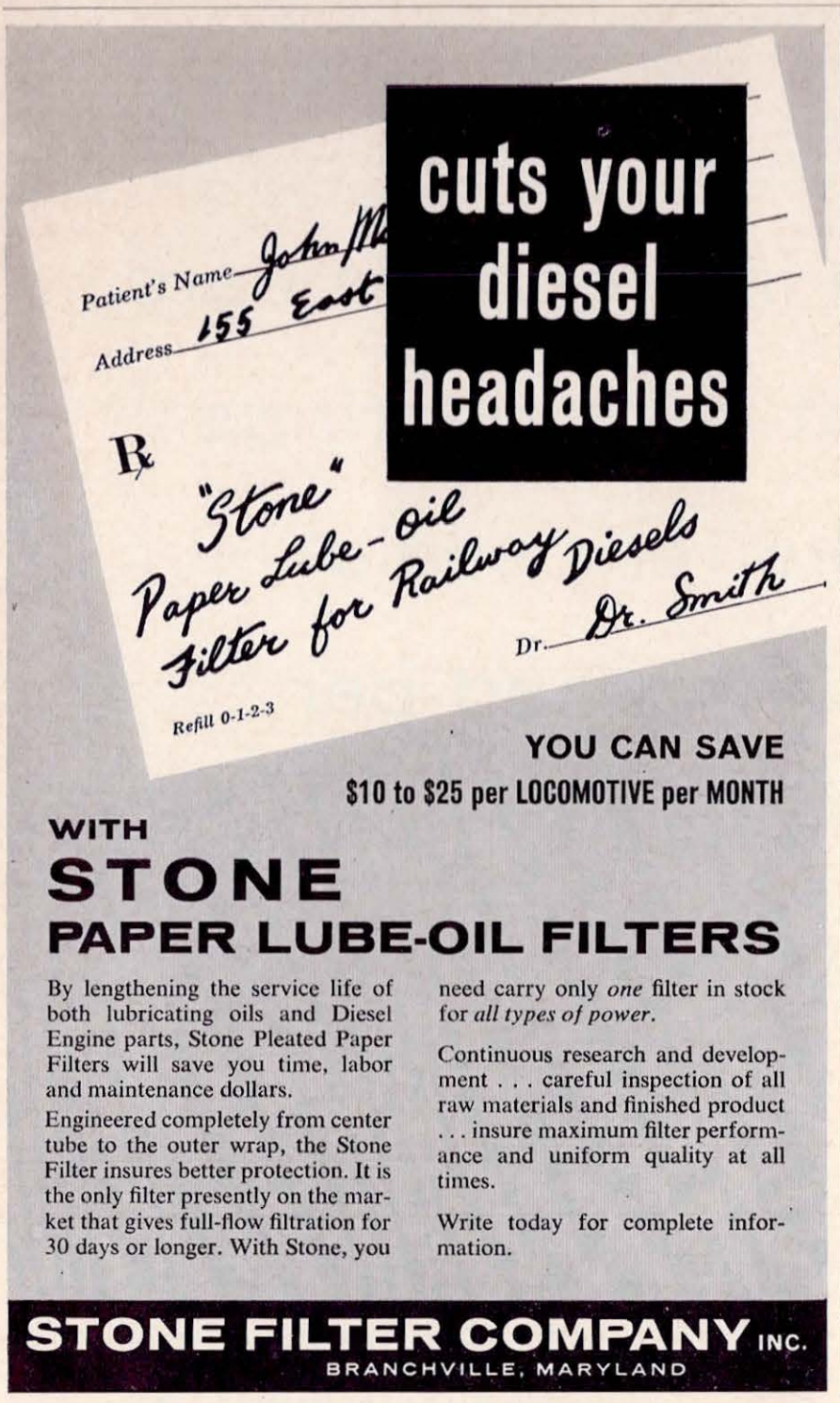
So far, the Tie Disposall has been used only for chewing up full-length ties. It is anticipated the unit will be tried later behind a tie saw for chipping ties that have been cut into three pieces. The thought is that the handling of smaller tie pieces may increase production and reduce the total time required per tie.

The machine has been doing actual work for four months. It has been out of the shop with no prior testing for five months. During this period, it has worked behind a mechanized tie-renewal gang on the main line for test in handling the more solid removed ties, and more recently was following a Mannix tie-renewal operation on a branch line, handling the softer ties.

The C-T Tie Disposall was manufactured by the Clark Machine & Welding Co., Inc., Baltimore, Md., in cooperation with the PRR's Chesapeake Region. Basic design and layout of the machine was furnished by W. N. Taggart, the railroad's supervisor -m/w material and equipment.

It is estimated that this machine with its one-man operation, disposing of a minimum of 1,600 ties per month, will produce a saving equal to its costs when operating in an area where old ties cannot be burned and must be hauled away.

It appears, said the spokesman, that the chips lying on the ground in tall grasses are producing an interesting by-product—another method of weed control. After the chips have been lying for several months it has been observed that grasses in the immediate area are turning brown. It is reasoned that this is probably a result of the creosote remaining in the wood being leached into the ground by dew and rain.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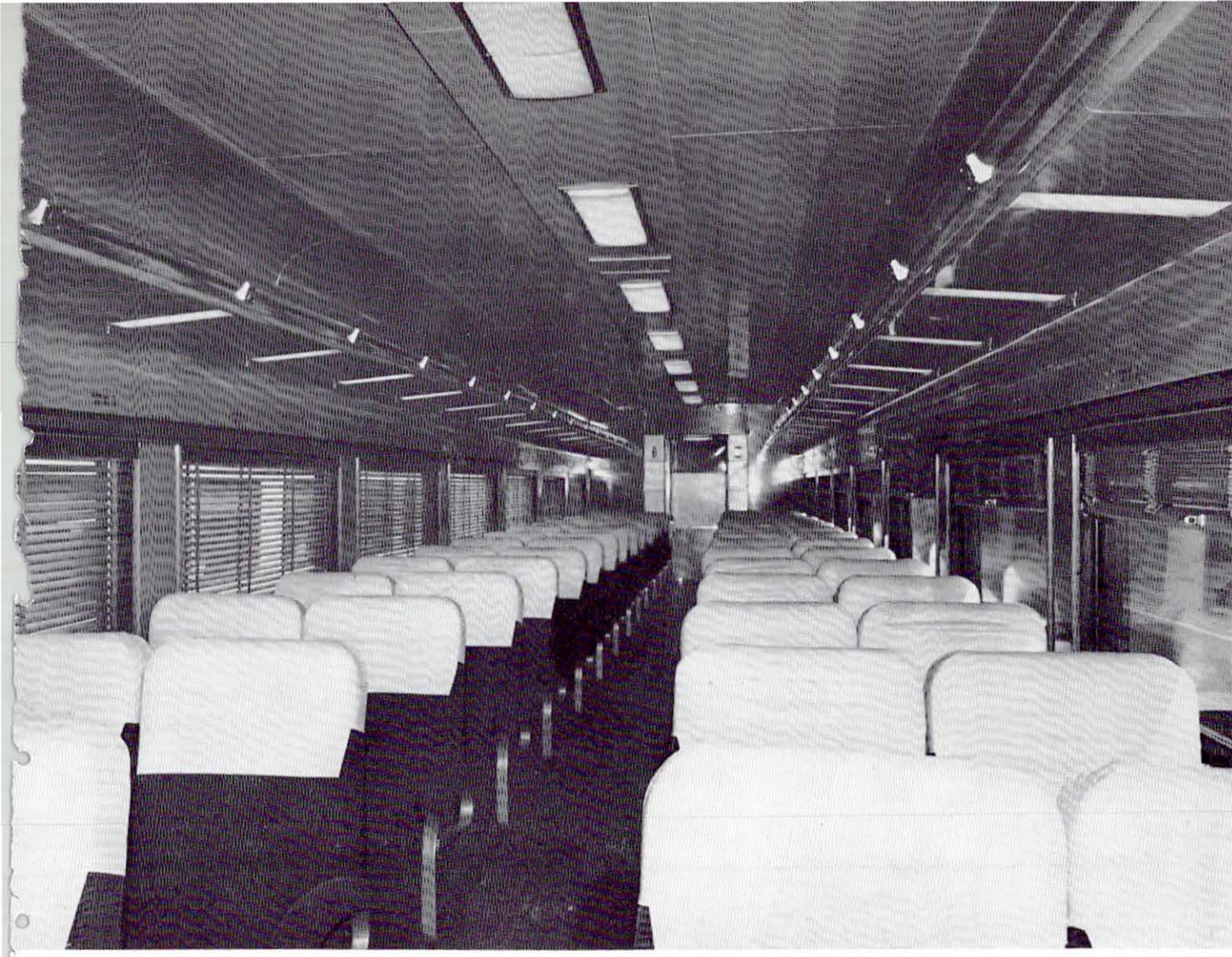


INTERIOR REFURBISHING includes plastic head-rest covers; exteriors are dark blue with silver band.

MP Renovates Passenger Cars

Missouri Pacific is moving ahead steadily with a long-range program of shopping all its passenger equipment for trucks-to-roof rebuilding.

The road's Sedalia, Mo., shops have turned out 92 cars since the program was begun in August 1961 (RA, Dec. 4, 1961, p. 123). The current output rate is eight cars per month—including headend equipment as well as passenger-carrying cars.

MoPac's "clean-up and paint" program is a thorough one, inside and outside. And it's included a change in the road's exterior color scheme, from blue-and-gray to a solid blue. (Cars with stainless steel sides and fluted roofs remain unpainted in those areas.)

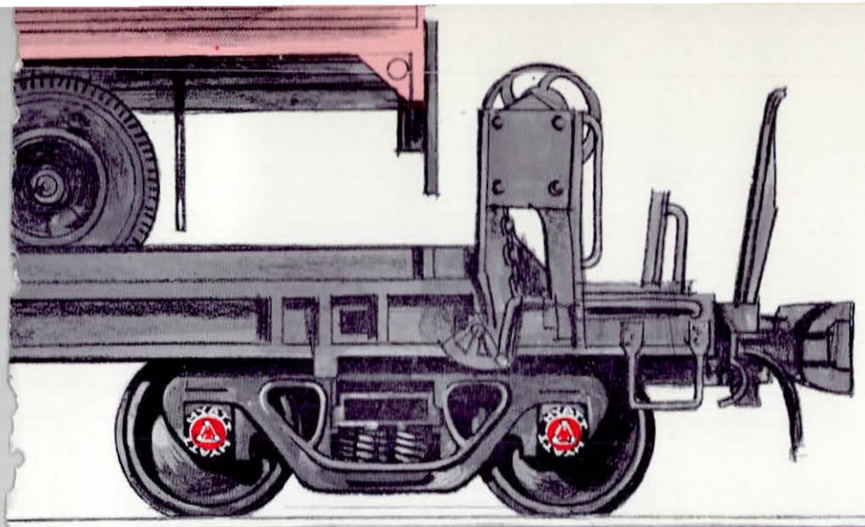
A 3-in. band of silver reflective material has been applied above the windows on cars where the structural design permits. MoPac's herald—white lettering on red—appears on both sides of the cars.

SERVICEABLE UPHOLSTERY is given a coat of spray dye to renew its appearance and permit its return to service.

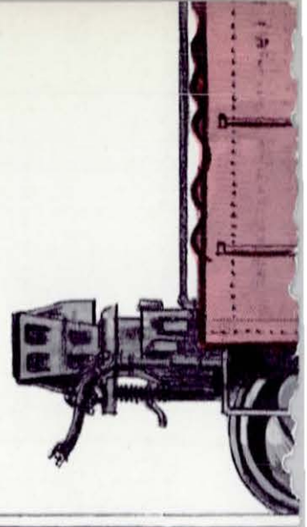
SPRAY PAINTING of car interiors is important phase of refinishing.

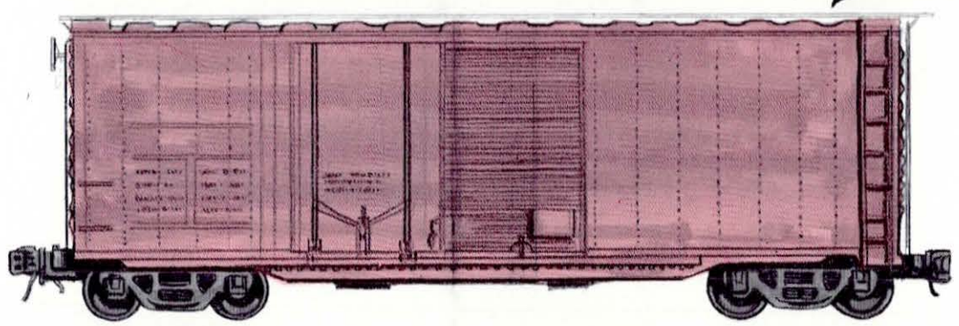
WHAT'S MISSING

IN THIS PICTURE?

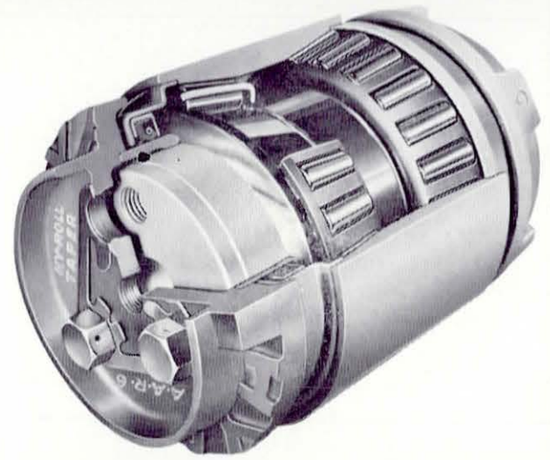


THIS MISSING FREIGHT CAR WAS SIDETRACKED BY A HOT-BOX!





THIS COULD HAVE PREVENTED IT!

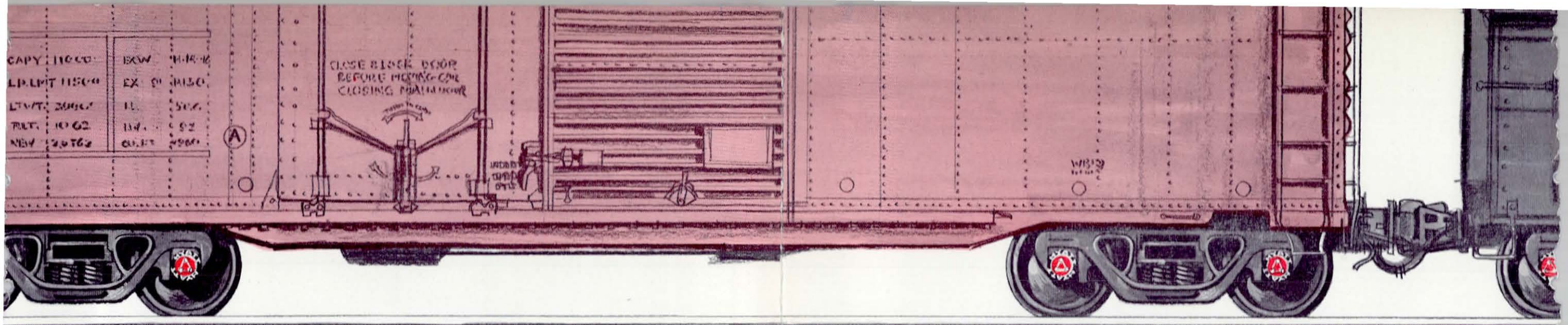


Hyatts Put an End to the Hot-Box Problem! Designed for speeds of tomorrow, Hyatt's taper freight bearing emphatically outdates the hot-box delay . . . keeps non-stop freight service *going . . . and going* at sustained top speeds. Pre-lubricated and protected with a double-lip, double-shield seal—Hyatts are designed and manufactured to standards well above accepted commercial practice.

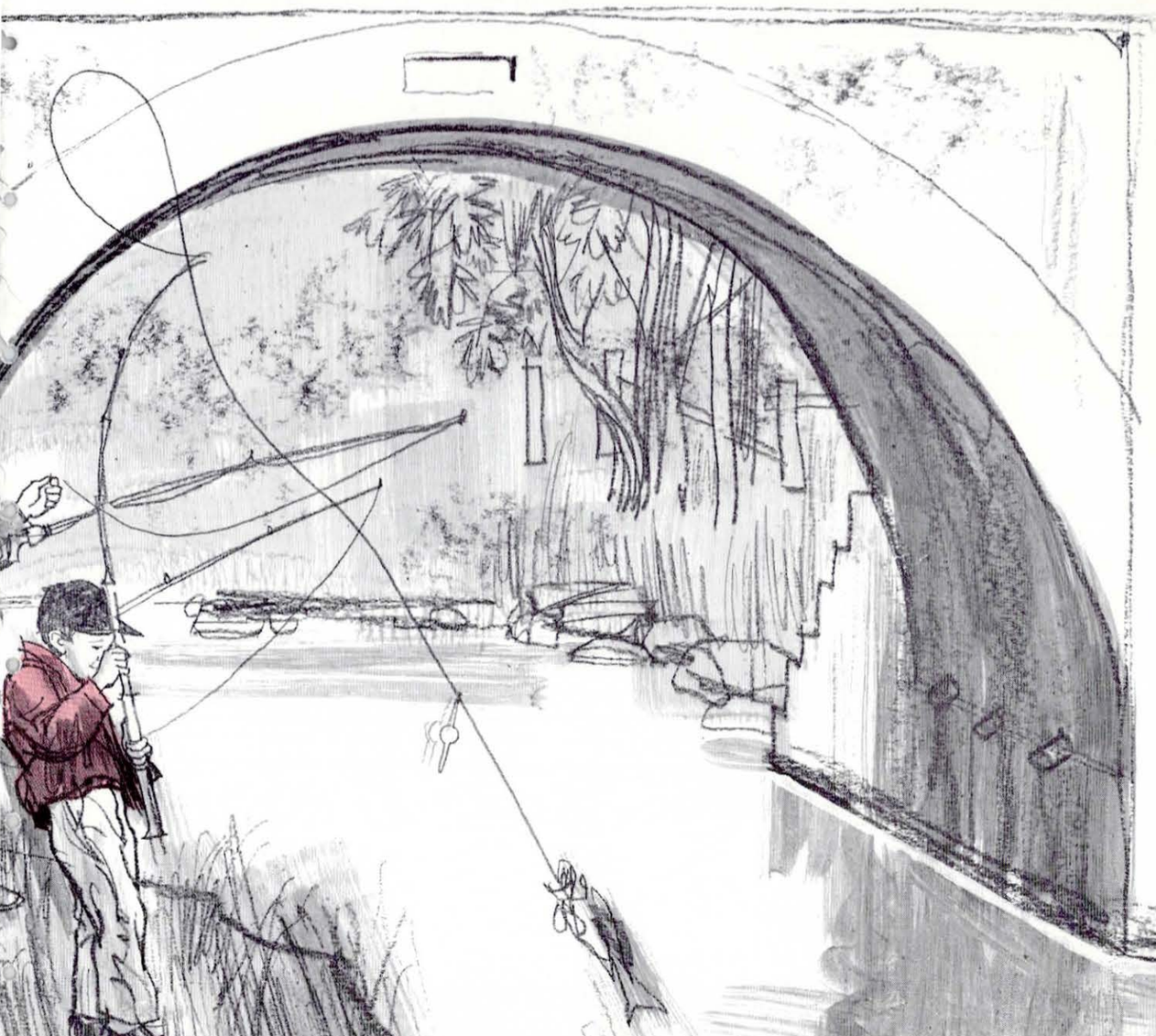
Thousands of Dependable, Trouble-Free Miles! Hyatt taper freight bearings have been tested and proved for trouble-free service on the ruggedest schedules. In the lab, specially designed machines have test-proved Hyatt's reliability under radial and thrust loads—and at speeds far in excess of actual service conditions. Today on the road, individual cars equipped with Hyatts are *going . . .* and *going* up to 10,000 miles per month with no trouble of any kind.

Hyatts Make Your Shippers Happy! Hyatt taper freight bearings are increasing the earning power of new cars by keeping them in service day-in and day-out. They are helping to eliminate delays, reduce damage claims, increase car availability, improve service and win more goodwill from shippers. Why not make *your* shippers happy—keep freight service *going . . . and going* with Hyatt taper freight bearings!

KEEP



FREIGHT SERVICE GOING...AND GOING...AND GO



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HYATT

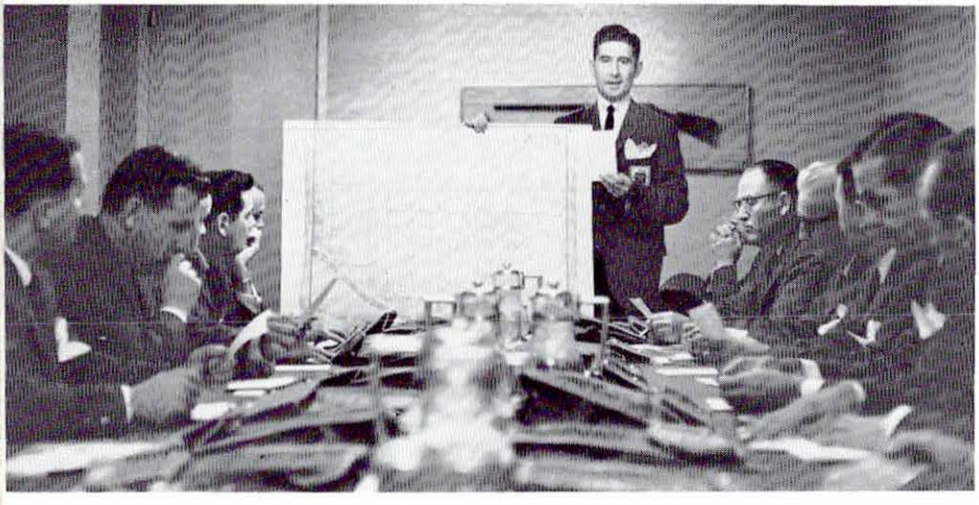
taper freight bearings

HYATT *HY-ROLL BEARINGS*
FOR NON-STOP FREIGHT

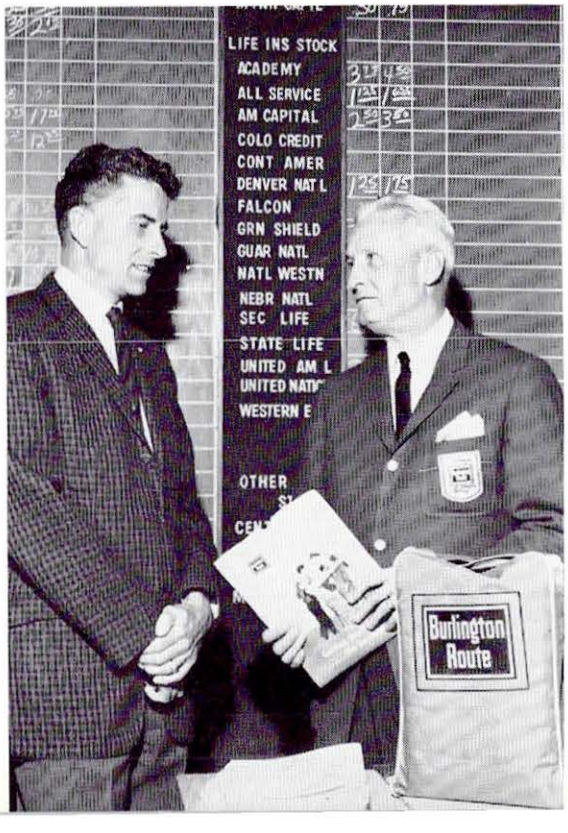
GM GENERAL MOTORS

HYATT BEARINGS DIVISION • GENERAL MOTORS CORPORATION • HARRISON, NEW JERSEY

SUPERVISOR of passenger service, Mary Lou Gordon, tells Denverite about CB&Q's overnight "Zephyrs" after learning he had just flown from Chicago.



DETAILED sales areas on map of Denver are pointed out (above), by H. C. Wallace, passenger traffic manager, at pre-"blitz" breakfast briefing session in the Denver Hilton.



"WE HOPE you try Burlington on your next trip to Chicago," Russ Wade (right), CB&Q district passenger agent at Washington, D.C., tells Wilson Brinkenmayer, Jr., president of a Denver brokerage firm.

How CB&C 'Blitzed' Denver

► The Story at a Glance: A 25-man task force of Burlington passenger salesmen began "blitzing" downtown Denver on Oct. 1 to promote rail passenger travel and to invite Denverites to "come aboard a 'Zephyr' soon."

The three-day sales drive was the latest demonstration of "creative selling" that has kept Burlington passenger revenues soaring and has helped CB&Q continually to increase its share of the western passenger traffic market.

Burlington passenger salesmen descended on downtown Denver early on Oct. 1 bent on convincing Denverites that "getting there is fun via Burlington." Armed with CB&Q train bags packed with specially prepared sales kits, the red-coated salesmen spent three days acquainting 2,000 Denver businessmen with Burlington passenger service.

The "blitz team," hand picked from district sales offices throughout the country, had boarded the "Denver Zephyr" in Chicago on Sunday, Sept. 30, and were met at Denver Union Terminal by CB&Q's Denver sales force. Local television and newspaper coverage attested to the novelty of Burlington's rail travel promotion scheme.

CB&Q's general passenger traffic manager, W. F. Burke, ("It takes salesmanship to fill our overnight 'Zephyrs' ") has found that promoting the glamor of Burlington's passenger fleet pays off. Currently, CB&Q passenger revenues are running more than a million dollars ahead of last year and expectations are that 1962 will be the best passenger year since the end of World War II.

CB&Q President H. C. Murphy cites "creative selling" as one of the major reasons why Burlington has increased its share of the western passenger traffic market in each of the last nine years.

Final plans for the three-day selling spree were reviewed at an Oct. 1 breakfast in the Denver Hilton. Mark Modglin, CB&Q's general passenger agent at Denver, outlined the plan of attack. Each salesman was furnished a map of

the city with his sales area outlined in detail. Each also received a bright red Burlington train bag loaded with information about Burlington passenger service and rail travel generally. Sales kits included leaflets describing Burlington's family fare plan, the "Vista-Dome Denver Zephyr" and slumbercoach; a current CB&Q time table, rail travel credit card applications, and a four-color pamphlet depicting Burlington progress over the past 10 years. Riding piggyback in the passenger service sales kit was a large card reminding each customer that "we want your freight business, too."

Before fanning out to their respective areas the "blitz team" made three courtesy calls en masse. First was a visit to the office of Colorado Lt. Gov. Robert Knous. Denver Mayor Richard Batterton was next on the list, followed by a call on Shelby Harper, manager of the Denver Chamber of Commerce.

As the sales force spread throughout downtown Denver, call sheets were filled out for each contact. "Blitz" director H. C. Wallace, CB&Q passenger traffic manager, said, "We want to know who our customers are, how, why and where they travel. Sometimes it takes an outsider to come in and open doors." Completed call sheets were turned in at report dinners each evening during the "blitz."

Burlington expects an immediate increase in business in the Denver area as a result of the three-day selling effort. It is also counting on some long-range fringe benefits. "The men who worked on this 'blitz,'" said Mr. Wallace, "have gained a new enthusiasm for their jobs. They have seen the response of people who perhaps have never seen a rail passenger salesman. Selling will become a fetish with them."

In February 1961, a Burlington sales team canvassed Kansas City and picked up some passenger tour business from a customer only two doors from CB&Q's local office. The next month an abbreviated task force blitzed Colorado Springs and discovered that 95% of the people contacted didn't know that CB&Q had through-service between Colorado Springs and Chicago.

The Denver team included two saleswomen, Miss Mary Lou Gordon, Burlington's newly-appointed supervisor of passenger service, and Miss Evelyn Polach, from CB&Q's general passenger traffic office in Chicago. Male members of the team augmenting the regular Denver sales force were recruited from CB&Q field offices in Cleveland, Philadelphia, Pa., Detroit, Mich., Indianapolis, Ind., Omaha, Neb., Kansas City, Kan., Quincy, Ill., Minneapolis and St. Paul, Minn., and Dallas, Tex.

RAILROADING AFTER HOURS WITH JIM LYNE

COST OR EXPENSE?—When people peddle merchandise, telling of a lot of extra attractions offered "at no extra cost," they put themselves down in my book as (possibly unintentional) prevaricators.

Cost includes all the valuable ingredients that go into a product—regardless of who provides them. Expense is that part of the cost paid by any one contributor.

The expense to a shipper of shipping a ton of freight by barge may be $5, and the expense of that movement to the taxpayers may be another $5. In such a case the cost of the movement is $10—not $5, as is often asserted.

You can often fool people by persuading them that the expense to them of a service is actually the cost. But you don't fool Old Mother Nature. She includes all items of expense in her reckoning of cost, and her bill is always collected in full.

CROOKED HIGHWAYS?—Speaking of highways, I saw that resent Dave Brinkley TV exposure of some of the alleged graft in the gigantic federal highway program. The revelations were not of a kind to surprise me much. When billions are being whooped off for facilities for which the demand was political rather than economic—i.e., as shown by the willingness of users to pay for them—then what else could be expected than that all kinds of fast-buck boys would be found aboard the gravy train?

Toll roads give promise of providing a system of long-haul highways on a self-sustaining basis, with no expense to taxpayers. When the toll road movement was sabotaged it was easily predictable that we were in for something really special in the way of socialistic boondoggling. The expectation is being realized.

THOSE RAIL TRANSIT SCALAWAGS—I read in a D.C. newspaper about a speech by a hired hand from the political truckers to a local auto club meeting, denouncing advocates of rail transit for the District as "the enemy."

The various groups with a financial interest in "losangelizing" the nation's capital seem to be doing their usual skilled and comprehensive propaganda job against the development of transit by rail. People who get in the habit of being favored at the taxpayers' expense come to look upon the easy money they enjoy as a natural right—which they aren't going to share with anybody else if they can help it.

Billions for highway handouts, which many experts believe are ruining the cities—but not a red cent for rail transit which would preserve them.

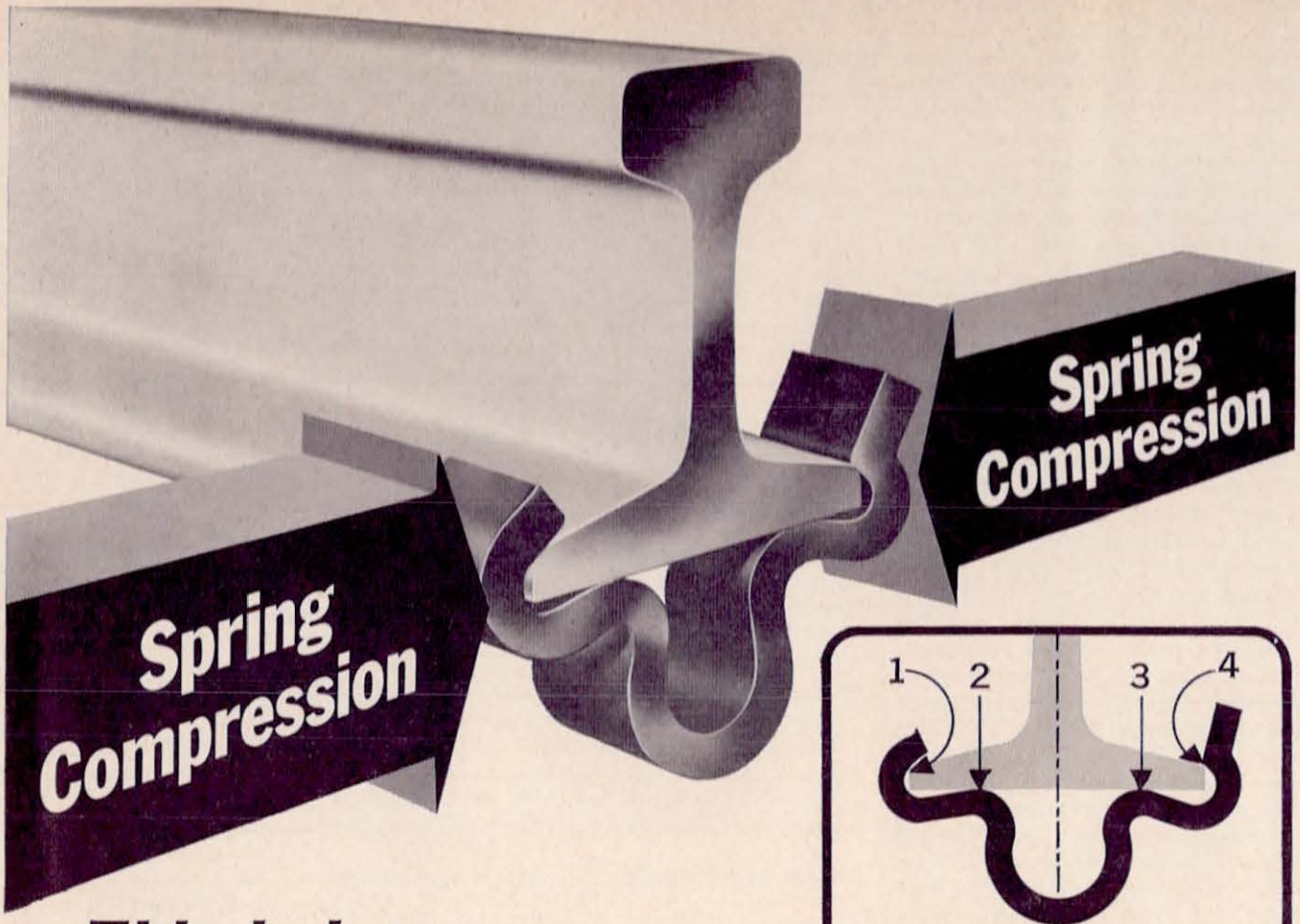
PRONUNCIATION GUIDE—Wilfred Hall of the Belfast & Moosehead Lake sets me right on the pronunciation of Saco, Me. It is Saw-ko, with the accent on the first syllable, and it isn't an Indian word as I'd suspected, but the Spanish term meaning sack. And in Isle au Haut—another place in Maine—the last word is pronounced just the way the Hoosiers pronounce Haute in Terre Haute.

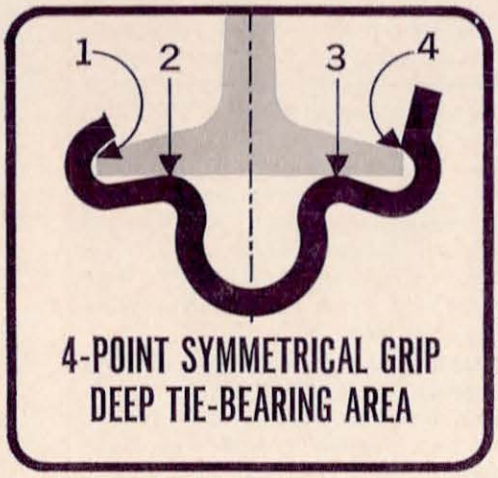
Nacogdoches, Tex., (SP Vice President Sines advises) is pronounced Nack-o-doch-es (the g being silent and the o in doch is long). The accent is on next to the last syllable. The accent in Tontogany in Ohio is on the tog (so B&O Assistant Chief Freight Salesman Bill Schmidt tells me).

There are a lot of railroad questions that are a heck of a lot more important than these station names—but few (to me) more interesting. Just for example, I've dug up a town name in England which, believe it or not, is Nasty.

AUTOMATIC TRAIN OPERATION—John Porter of GRS makes a point about automatic train operation that (I'm ashamed to admit) hadn't occurred to me. It is that there are (or could be) situations where conventional manual operation would be hazardous or even impossible—but where automatic operation could do the job. For example, how about locations where clearances are extremely tight, or visibility is absent, or the surroundings or lading are highly hazardous?

I have seen that famous inclined plane operation on the Santos-Jundiahy in Brazil. It is certainly not "automated" as now operated, but the "no hands" principle is there, potentially. That is, traffic is moved in cuts of cars—not in the form of trains with crews aboard to start and stop them.





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ADVANCED TYPE

RAIL ANCHORS

develop their unequalled gripping power

Some types of rail anchors depend upon wedging action to grip one side of the rail base. Overdriving tends to strain the metal beyond the elastic limit, causing a permanent "set."

The Woodings Advanced Type however uses powerful spring compression action plus symmetrical four-point grip on the rail base to prevent rail movement. It can't be overdriven by machine or application tool. Consequently the hold of all Woodings anchors is uniform and reapplication value is very high. They have more reserve power than you ever need.

Want more facts? We'll be glad to supply them.

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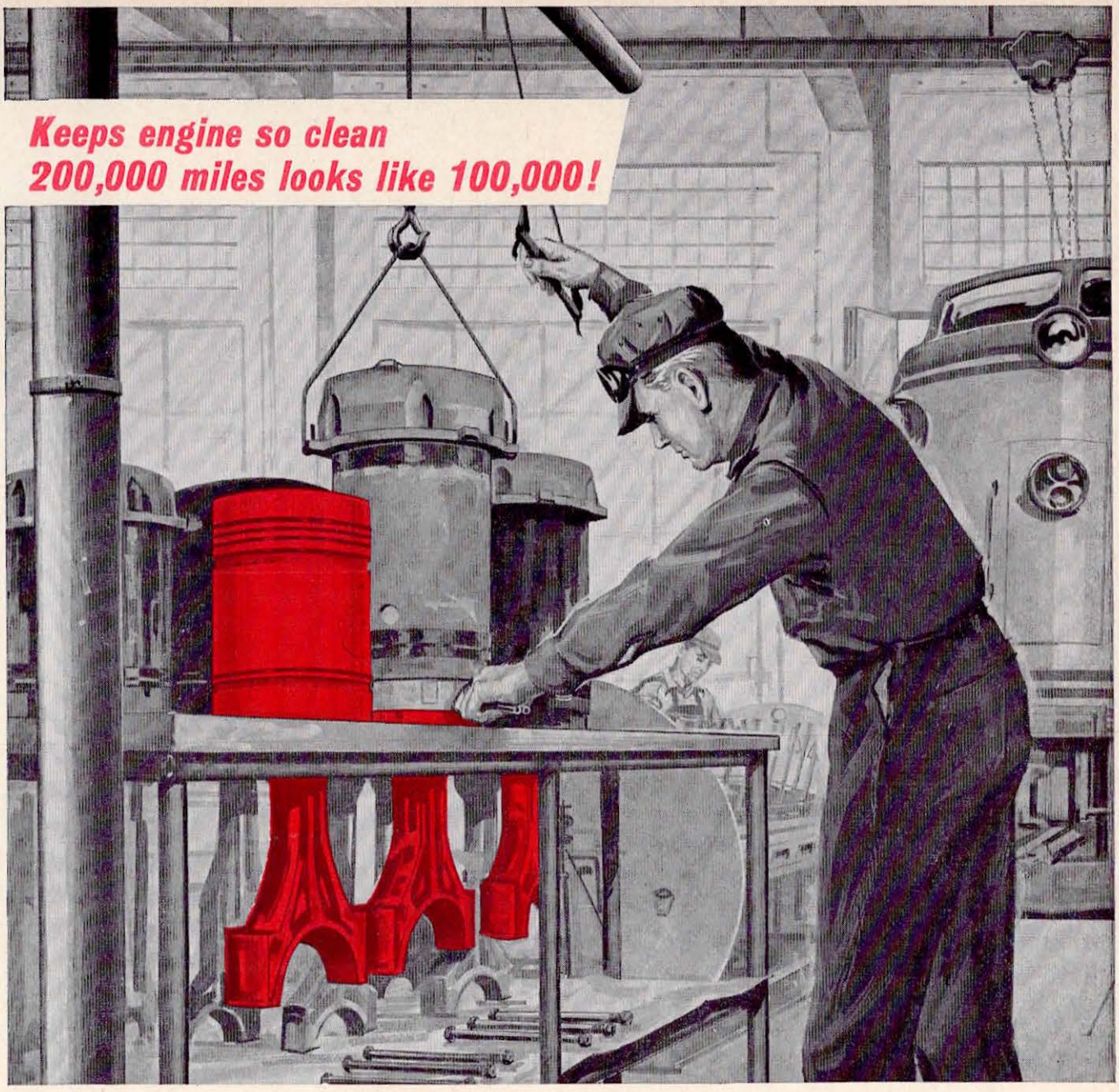

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A test in rugged freight service shows that DIOL RD 79 actually keeps an engine cleaner at 200,000 miles than a high-quality, heavy-duty reference oil did at 100,000. Piston oil-ring deposits in the 200,000-mile engine were only *half* as great as in the 100,000 miler! DIOL RD 79 gives outstanding all-around performance: cleanliness, low-wear, long silver bearing life. It's another example of how the world's largest petroleum research organization helps reduce railroad operating costs. For more information or expert technical assistance, contact our Railroad Sales Representative, or write us at Houston, Texas.

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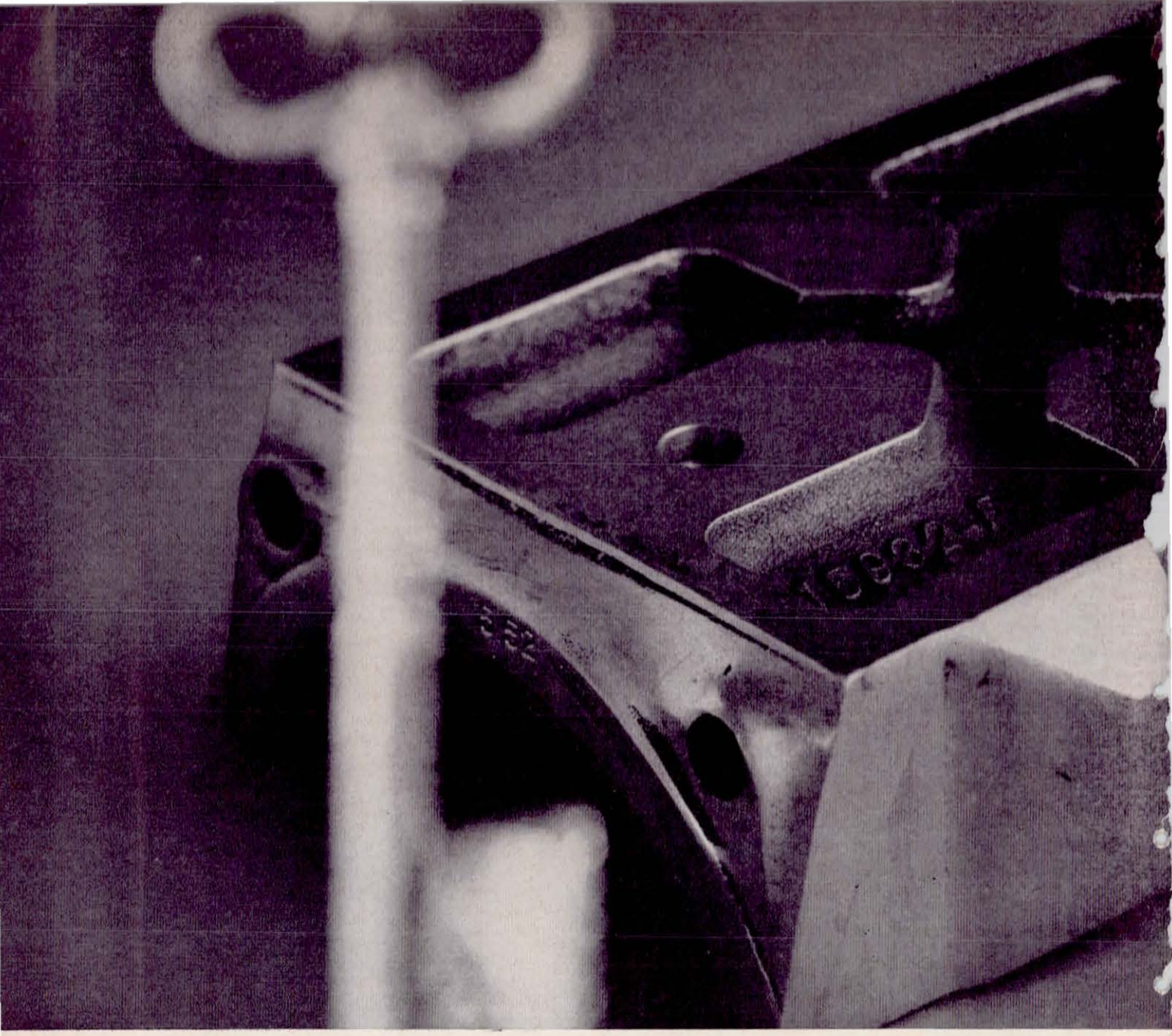


KEY TO BETTER JOURNAL BEARING PERFORMANCE...

Absco® Positive Control

Flatback Bearings

The current flatback bearing was developed by American Brake Shoe especially for freight car service. These bearings stabilize the journal bearing assembly and improve journal bearing performance at minimum cost.

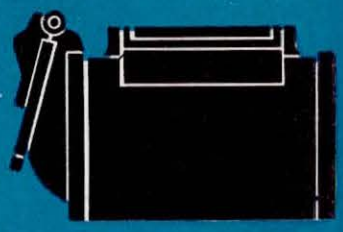
Tests show why: With a stabilized bearing assembly the sealed box becomes practical. An inexpensive Absco dust guard keeps oil in the box, keeps dirt and water out. The Absco lubricating pad provides the positive oil feed essential to better bearing performance.

Result: fewer hot boxes, lower costs, improved service. You get all three with an Absco positive control flatback bearing in a sealed box. Be money-wise. Ask your American Brake Shoe representative about Absco positive control flatback bearings. RAILROAD PRODUCTS DIVISION, 530 Fifth Avenue, New York 36, N.Y.

Quality products cut your ton-mile costs

AMERICAN Brake Shoe COMPANY

A-105



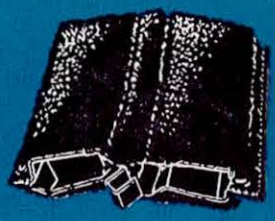
THE SEALED BOX

The sealed box has made possible a significant improvement in journal bearing performance. It has worked so well that hundreds of freight cars equipped with sealed boxes are now in test on a 48-month repack period —designed to coincide with air-brake cleaning and inspection.

KEY TO THE SEALED BOX is the Absco positive control flatback bearing. It makes possible the three steps essential to the sealed box.

1. STABILIZE—The Absco flatback bearing provides positive control of journal bearing movement by stabilizing the axle . . . without expensive journal stops and box modifications.

2. SEAL—The Absco dust guard keeps oil in; keeps dirt and water out. It fills the dust guard well . . . does not drop down onto the journal when the axle shifts laterally, is not damaged when axle moves back. Its sealing action is not impaired under impact or misalignment.



3. LUBRICATE—The Absco lubricating pad provides positive oil feed to the bearing assembly. It holds and feeds ample quantities of oil under all operating conditions. Durable Absco pads are reversible (two contact surfaces) for greater economy.

DETECTOR at approach to yard monitors inbound trains. Units built by General Electric, General Railway Signal, and Servo are in service on N&W.

Hotbox Detectors Alter Yard Work

With more than 20 hotbox detectors in service or authorized, the Norfolk & Western has come to rely heavily on this type of journal assembly inspection. The result has been a big reduction in the detention of cars in N&W yards for mechanical department work and a change in car inspection procedures.

"The 100% application of lubricating pads, installation of hotbox detectors at the entrances to our yards, improved yard oil-distribution systems and roll-by inspections at certain of our terminals have proved to be great assets in expediting cars through terminals," C. E. Pond, general superintendent motive power, reports. "Hotbox detectors are an advantage to car inspectors in pinpointing journal boxes running above normal on cars entering yards. This is especially true in cases where an immediate inspection cannot be made when the train stops, and overheated boxes have an opportunity to cool off."

The N&W mechanical department was one of the pioneers in utilizing hotbox detectors. The road's first installation was made west of Roanoke, Va., yard in 1957. About six months later, the first "line-of-road" detector went into service on the N&W near Petersburg, Va. Additional yard and road installations have been authorized regularly since then.

The line-of-road detectors are basically transportation department tools. Indications from these devices are relayed to the nearest tower or to a dispatcher's office, from which stop signals can be given to the train involved when an overheated journal is detected. If the trainmen's inspection indicates a hotbox, the car is normally set off for merchanical department attention. A recent survey of the effectivenes of these line-of-road detectors showed that abnormal journal conditions existed in 74% of cases when trains were stopped.

The record of the yard-approach detectors has been even better. A study, made at the same time, showed that the devices were 96% accurate in indicating journal assemblies with defects in bearings or other components. On only 4% of the cars which were indicated as having overheated journals could no abnormal conditions be found. Foremen and inspectors have come to place full reliance on detectors, on the basis of this showing.

In many yards the opening and inspection of journal boxes has been completely eliminated. This does not mean that freight car bearing assemblies receive no attention while going over the N&W. It is standard procedure to service all eastbound coal loads at Bluefield or Elmore, W. Va., and all westbound coal loads at Williamson, W. Va. At these points all boxes are visually inspected, have oil added—and are prepared for what is normally a trip of at least 800 miles—involving the loaded run to destination, the empty trip back to the mines for loading and the return under load to Bluefield, Elmore or Williamson. The low oil consumption which is inherent with journal lubricators, and their stability in journal boxes, in conjunction with the frequent monitoring of journal assembly operation by hotbox detectors, has been found to be completely effective.

Cars other than empty and loaded open-tops normally receive a complete inspection and servicing at the first yard into which they go after being received in interchange or after being loaded.

The new inspection and servicing processes have not impaired N&W's journal-performance record. In 14 of the 24 months in 1960 and 1961, the N&W topped all other roads in the AAR Mechanical Division's miles-per-hotbox-set-off statistics. Along with setting frequent national records in journal performance, the road has simultaneously reduced mechanical department forces assigned to train inspection and servicing in yards.

N&W has been improving performance steadily—but it does not expect that the need for detectors will be eliminated. While hotboxes dropped from 280 for the first five months of 1959 [with an average of 1,225,869 miles per set-off] to 125 for the same period in 1962 [with an average of 2,855,677 miles per set-off] it cannot be assumed that all bearing and journal failures will eventually be eliminated, according to N&W mechanical officers. Already, detectors have indicated potential and actual roller-bearing failures, both on N&W and on foreign cars.

Moreover, hotboxes which occur on pad-equipped cars are much more difficult to detect than those on waste-packed cars. They emit little or no smoke, even when high temperatures are being generated.

In addition, the longer and faster freights which are now being operated make visual monitoring more difficult, as indicated by the number of complete journal failures, or burn-offs, which have not decreased nearly so rapidly as has the number of hotboxes.

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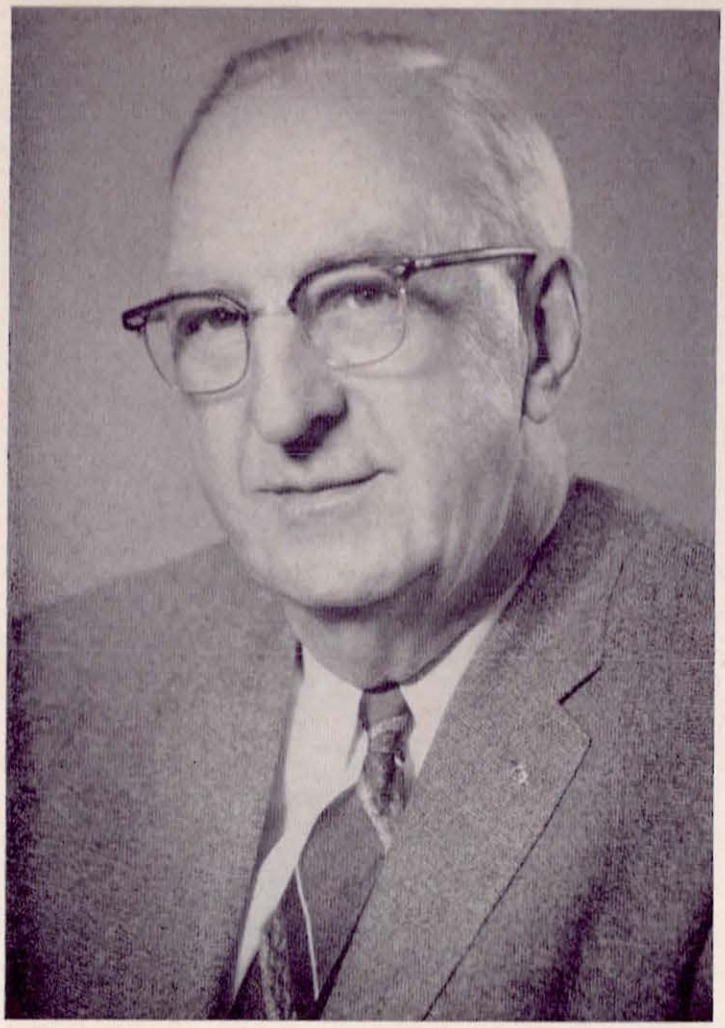

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Traffic Manager
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"Railway Age is a definite asset to all industrial traffic managers..."

"I find the Monthly Traffic Poll exceedingly stimulating and thought provoking. Current happenings in the transportation field are an educational must in this day of an ever changing scene. The Round Table discussions, such as was sponsored by Railway Age between Railway Officers and Industrial Traffic Managers in Toronto, Canada, are to be highly commended. The reporting of the meeting in your publication was excellent and highly educational. I feel Railway Age is a definite asset to all Industrial Traffic Managers."

F. Ainsworth

C&NW Pact May Halt ORT Job-Freeze Push

► **The Story at a Glance: Final settlement of the five-year-old dispute between the Order of Railroad Telegraphers and the Chicago & North Western leaves ORT without the job-freeze it demanded—but the union did win job-loss relief for North Western telegraphers, as recommended by an emergency board. The settlement came last week when an arbitration board made its binding decision on four issues left unresolved by general agreements which ended a 30-day strike (RA, Oct. 8, p. 34).**

The agreement could become a pattern for settlement of similar ORT cases on some 30 other railroads, including the New York Central where an emergency board has recommended a settlement like that which the North Western board recommended.

Agreements settling the job-freeze dispute between the Order of Railroad Telegraphers and the Chicago & North Western are now complete, the four gaps having been filled by last week's report of the arbitration board. The report with its binding determinations was made by the board's neutral member, Sylvester Garrett. C&NW Chairman Ben W. Heineman, the road's member, concurred "in the result" as to all four questions. ORT President George E. Leighty, the union's member, concurred "in the result" as to one question but dissented as to the other three.

At a news conference in Chicago, Mr. Heineman summarized the arbitration decision as "progress with protection." He said it represents "progress for the company and protection for employees in the form of displacement benefits. An emergency board had recommended and the North Western agreed that the cost of modernization should not fall on the unprotected shoulders of employees."

(Mr. Heineman said that the Telegraphers "obtained nothing from their senseless strike that the emergency board had not already given them or that they could not have had at any time after the emergency board report without a strike."

(C&NW's chairman said the arbitration ruling determines that North Western may discontinue or abolish positions made obsolete or unnecessary, but he emphasized that "there is no program on the drawing board that contemplates wholesale layoffs. There is work today for the 1,000 telegraphers remaining on North Western. Any change will come from modernization and technological improvement. This fight was for the right to modernize during the past five years and the right to place on this railroad improved technology in the years ahead.

("The right of management to organize and improve this railroad has been expressly recognized. There is no union veto over modernization; no artificial or third-party intervention to review management's decisions.")

The four issues before the arbitration board related to notice which should be given the ORT general chairman when a telegrapher job is to be abolished, procedures to follow such notice, management's right to determine the size of the extra board in connection with a 40-hour-week guarantee to extra-board telegraphers, and the extent to which ORT should withdraw North Western telegrapher claims pending before the National Railroad Adjustment Board.

Before getting into its rulings on these issues, the arbitration report emphasized the board's narrow role of determining how the emergency board's somewhat general recommendations with respect to the four questions should be implemented. In this connection ORT had urged that the arbitration board "should play a broader role."

90 days notice

As to the first question, the determination is that the ORT general chairman be given 90 days notice of management plans to discontinue on ORT position. This is what ORT proposed, and it is the single ruling in which Mr. Leighty concurred. Management argued that 30 days notice would be sufficient if the elimination of 10 or more positions were involved; 10 days if fewer positions were involved.

The emergency board proposed "a substantial period of advance notice." In settling on 90 days, the arbitrator noted that such a notice period is provided in the Washington Agreement, which protects employees adversely affected by mergers and coordination arrangements, and on which the employee-protection plan of the settlement agreement is patterned. Also, the arbitration report noted that 90 days notice has been recommended by the emergency board which passed on the ORT-NYC dispute.

As to the second question, the arbitration report calls for inclusion in the settlement agreement of a provision stipulating that the North Western may discontinue any position, despite any presentation ORT's general chairman may make in conferences following service of the notice. ORT sought to have a provision whereby such after-notice discussions could culminate in submitting a job-discontinuance proposal to binding arbitration. In rejecting this idea, the arbitration report said:

"The recommendations of the emergency board do not provide sufficient support for this proposal. Since the members of the board were seasoned in handling labor-relations problems and well familiar with uses and limitations of arbitration, their lack of reference to such a technique in this connection could scarcely have been an oversight. The underlying basis of the emergency board report appears to be that management enjoys the initiative to maintain its competitive position through adjusting to changed conditions, and that the appropriate basis for handling employee hardship resulting therefrom is through application of protective provisions such as embodied in the Washington Agreement."

On the third question—the 40-hour-week guarantee for extra-board telegraphers—the arbitration ruling is that the North Western may determine the appropriate size of the extra board, increasing or reducing it by laying off without notice employees who have seniority dates of last June 15 or later. If extra-board telegraphers with greater seniority are laid off, the ORT general chairman must be given 90 days notice and an opportunity to discuss the situation—a procedure like that provided in connection with the abolition of regular positions, which still leaves management free to make the final decision.

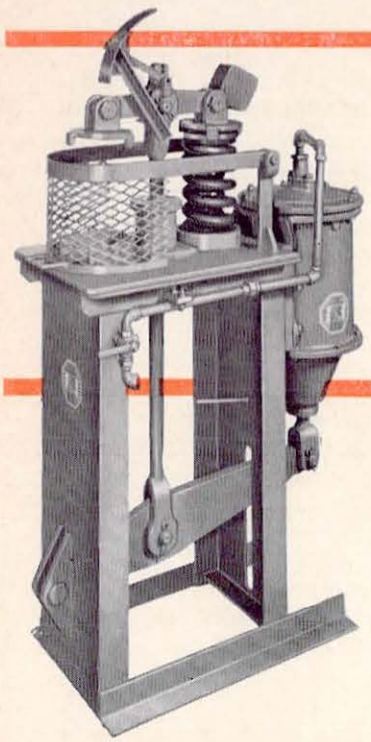
Another provision of the extra-board rule is that employees furloughed from the extra board during the week shall be entitled to the 40-hour guarantee for the week in which furloughed.

The fourth and last question before the arbitration board asked what should be done about the NRAB claims in view of retroactive phases of the settlement agreement. These retroactive

(Continued on page 44)

DO YOU REALLY SAVE MONEY ON USED SPRINGS?

Valid tests prove old, used truck springs give inadequate



Spring Testing Device revealed 1 out of 3 used springs were unusable—the rest showed questionable service life.

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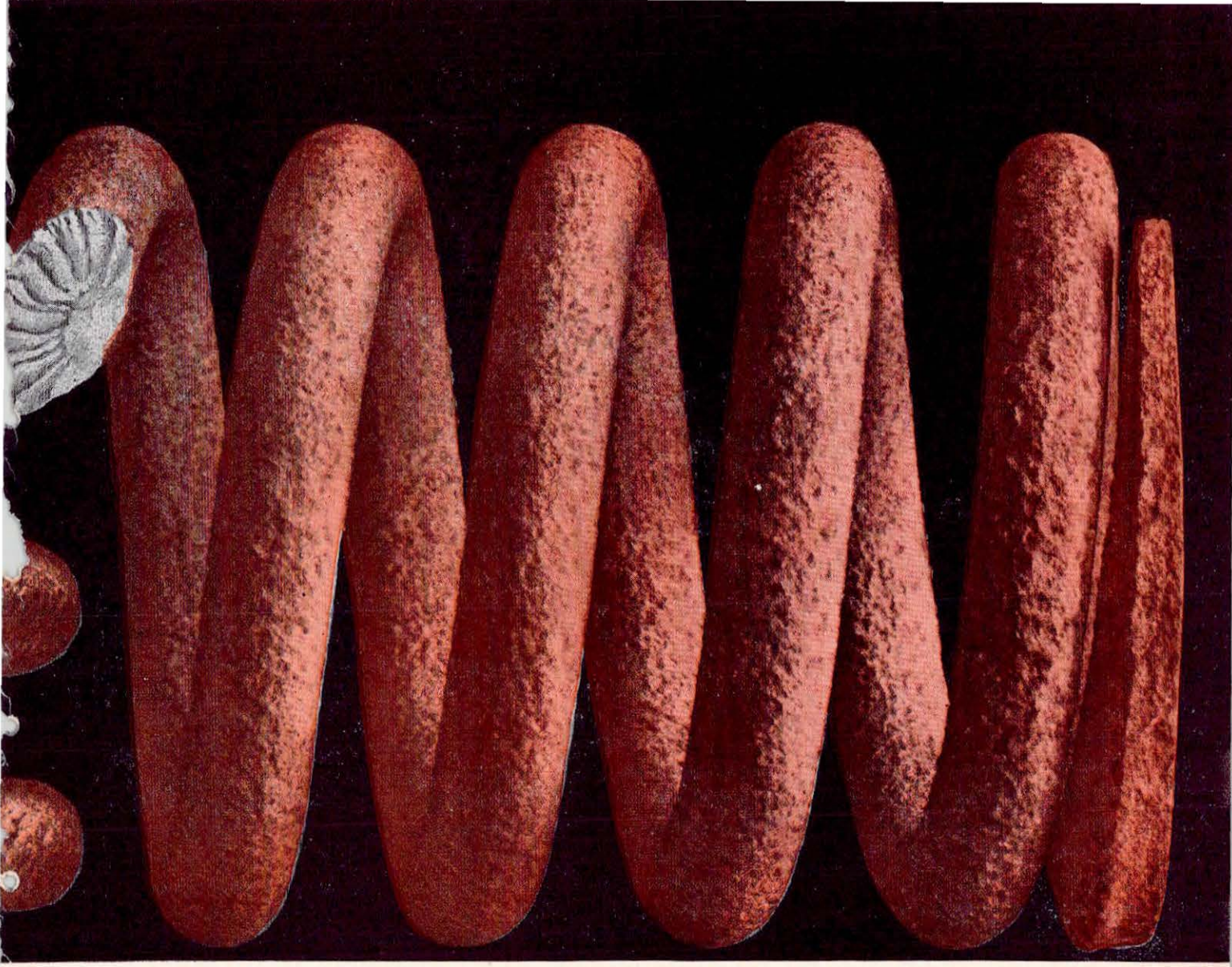

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phases extend the agreement's employee-protection arrangements to telegraphers whose positions have been abolished since Jan. 22, 1958. The arbitration ruling on this issue is that the protective arrangements may be accepted or the claims pressed—whichever ORT prefers in each specific case.

The employee-protection arrangements provide that laid-off telegraphers will receive severance allowances amounting to 60% of their pay for periods up to five years—depending on years of service. Telegraphers retained in service in different jobs will be protected against pay cuts, and those transferred will be moved at company expense. The allowances received under the agreement will be reduced by compensation received by the laid-off telegraphers in any other employment.

The job-freeze demand, which got this case under way nearly five years ago, was ORT's call for a rule stipulating that no North Western telegrapher position in existence Dec. 3, 1957, could be abolished except by agreement between the carrier and the union. The demand was served as the North Western was carrying out its central agency program whereby two or more stations are placed under the control of a single agent.

Following issuance of the emergency board report, which recommended withdrawal of the demand, ORT sought a settlement on the pattern of its 1961 job-freeze agreement with the Southern Pacific. The North Western management remained firm against yielding to that demand—a position consistent with the report of the emergency board, which refused to accept the SP pact as a precedent, saying such a "controlled attrition formula" should be geared to particular conditions, not present in the North Western case.

Lucky Strike For Engineers?

The C&NW strike may have proved once again that whatever unity there is among the operating brotherhoods exists mainly at the top level—not down in the ranks.

When the ORT walked out, it handed at least one union—the BLE—an assist in its organizing skirmishing with the BLF&E. Reason: the Engineers pay strike benefits; the Firemen don't.

BLE pays members $100 a month, plus dependents' allowances ($35 for wife, $25 for each child). Thus an Engineer with two children would collect $185 a month, plus $204 in Railroad Unemployment Insurance benefits—$389 income and not an hour's work to do. By the time the ORT strike ended, the BLE had paid out $110,514.64 to 890 members. BLF&E members, in contrast, had only their unemployment insurance benefits.

Did this have an effect on organizing? Well, one observer noted dryly, the Engineers' benefit plan "may have been a selling point. It would seem natural that men might gravitate to the BLE—they were seeing how the benefits work in a practical situation."

Actually, it's doubtful if many BLF&E members could have jumped to the BLE in time to collect this time around. The Engineers—set up along the lines of a fraternal organization—don't rush applicants through to membership. There's a procedure for investigating applicants, and a month usually passes between application and acceptance. Coincidentally, the North Western strike also lasted a month—so unless a man saw the strike clouds gathering and crossed over to the BLE before the walkout began, he probably couldn't have done it in time to collect benefits from his new affiliation.

So far as the BLF&E is concerned, though, it would regard any recent movement back and forth—gain or loss of members on C&NW—as negligible, with organizational sniping going on at a "subdued degree."

Loomis to Address Shippers' Meeting

Leading traffic executives will join top officers of the AAR in examining transportation needs during the three-day, 26th annual meeting of the National Association of Shippers Advisory Boards in Chicago this week. The sessions will be held at the Conrad Hilton Hotel, Oct. 16-18.

AAR President Daniel P. Loomis will deliver a major address at a special luncheon Oct. 18 sponsored by the Mid-West Shippers Advisory Board and the Traffic Club of Chicago. Other AAR officers scheduled to address the shippers are Curtis D. Buford, vice president, operations and maintenance; and E. Paul Miller, chairman of the Car Service Division.

Among the traffic executives participating in the meeting will be P. G. Jefferson of Chicago, general traffic manager of Fairbanks, Morse, who will report on NASAB's loss-and-damage-prevention campaign; G. W. Wright, also of Chicago, Midwest traffic manager of the International Salt Co., who will review the clean-car program; and R. W. Buck of Lockland, Ohio, traffic manager of Stearns & Foster Co., who will report on LCL.

Reports on specific NASAB activities will be presented by R. J. Tyler of Louisville, Ky., general traffic manager, Tube Turns & Girdler Divisions of the Chemetron Corp., first vice president; Darrell H. Smith, Jr., of Clarks Summit, Pa., general traffic manager of International Salt Co., second vice-president; and Avery M. Cloninger of Longview, Wash., general traffic manager of the Longview Fibre Co., secretary.

Presiding over the meeting will be L. E. Olson, assistant director of traffic of the Great Lakes Carbon Corp., and head of the NASAB.

Gilbert Criticizes Highway Emphasis

BLF&E President H. E. Gilbert warned that failure to expand mass transit facilities in harmony with highway building programs will result in our cities becoming "copies of traffic-choked Los Angeles." Speaking at the 25th anniversary dinner of a Chicago BLF&E Ladies' Society, the union leader said, "There has to be a balance between highway buikding and the development of mass transportation."

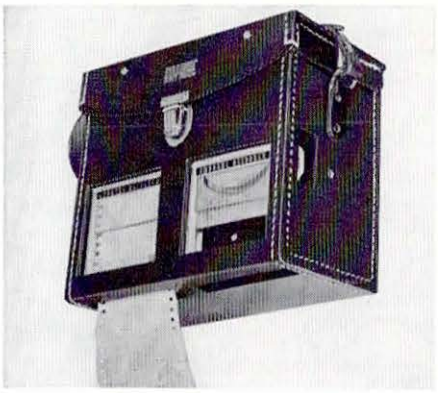
Supporting government aid for developing and improving mass transit facilities, Mr. Gilbert said that the basic problem preventing balanced transportation is the pouring of billions of dollars into highways with no money being appropriated for mass transport. "We find a multi-billion-dollar spending program speeding inter-city auto transportation and strangling the downtown areas of every major city."

The solution to the imbalance in transportation development, according to Mr. Gilbert, depends on approval of legislation which would allow cities to use some of the federally appropriated highway funds to study and develop rail commuter and rapid transit service.

BLF&E's president criticized the recent Chicago Area Transportation Study (RA, Sept. 17, p. 59) as "another in a series of reports for use by highway-building lobbyists in state legislatures and the U. S. Congress. You don't have to spend $3.5 million to find out that highway builders want to criss-cross valuable tax land with concrete expressways and channel millions of motorists, most of them driving alone, into a traffic nightmare."

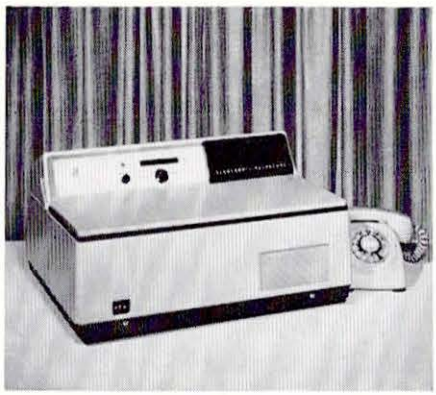
Mr. Gilbert was especially critical of a CATS recommendation that rail commuter lines be used only for peak-hour, long-haul service. "You might just as well cover the rails with concrete," he said.

NEW PRODUCTS REPORT



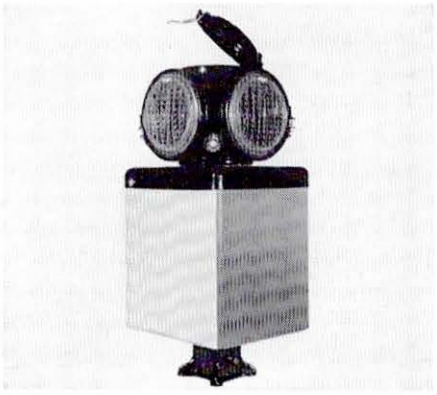
Recording Meters (RA-1)

A recording voltmeter and ammeter packed together in a sturdy leather carrying case, the ATM-2, contains two miniature Amprobe recorders: a recording voltmeter and a snap-on type recording ammeter. The voltmeter has an expanded scale which covers the ranges of 95-130 and 190-260 volts AC. The ammeter's ranges are 0-5/25/100/250 amp AC. Permanent records of fluctuations on pressure-sensitive chart paper are made. *Amprobe Instrument Corp.*



Answering Set (RA-2)

Model FP telephone answering set will answer the telephone and will record up to 240 incoming messages. The set answers the phone with a 20-sec tape-recorded message. A beep tone then tells the caller when to start his tape-recorded message, which may be up to 30 sec long. Incoming calls are recorded on a 1-hour tape (120 messages). Two-hour capacity (240 messages) can be supplied. The outgoing message can be changed at any time. *Automatic Electric Sales Corp.*



Switch Lamp (RA-3)

The new SBH-1406 combination electric switch lamp and battery box attached does away with the necessity of burying a battery box in the ground and running the cable from the box to the lamp on the switch stand. This complete unit sets on top of the switch stand tip. This is a stainless steel unit with a ductile iron base. The No. 10 Solarite battery saver turns the bulb off during daylight hours and turns it on at dusk. *Adams & Westlake Co.*

High-Water Detector (RA-4)

A new high-water detector of the resistance bridge type contains no moving parts. The copper-covered, steel electrode grids are housed in a cast iron, or aluminum, box with hinged cover and lock hasp. The electrode grids are brought out to terminals for connection to a standard signal relay which is controlled by presence, or absence, of water entering the housing through appropriate apertures. *Railroad Accessories Corp.*

Anti-Spatter Spray (RA-5)

A compound to eliminate soldering spatter can be applied in an 8-in. spray pattern over the weld area before welding. After welding is completed, all spatter marks can be removed with a rag or brush. Use of the compound, according to the manufacturer, prevents the spattered dimples, bumps, or lumps that mar welding jobs where finish is important. The compound is being marketed in 16-oz aerosol spray cans. *Crown Industrial Products Co.*

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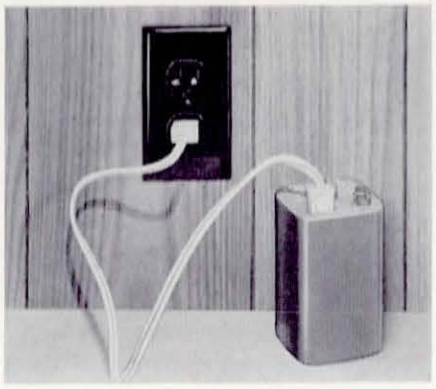
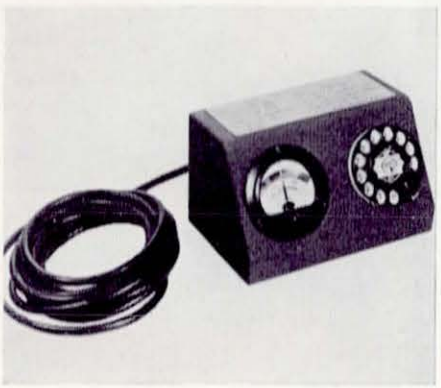


Lantern Batteries (RA-6)

Lantern batteries which can be recharged 250 times are Nicad types LBC-23 and LBC-40. Both types are designed for charging on 110-120 volts AC, 60 cps, and recharge to full capacity in 14 hours or less. Type LBC-23 is rated at 5 volts and has four 2.3-ah cells, while type LBC-40 is also rated at 5 volts, but has four 4.0-ah cells. The LBC-23 will replace about 175 dry cells on continuous service, while the LBC-40 will replace about 320 dry cells. *Nicad Div., Gould-National Batteries.*



Dial Test Unit (RA-7)

A handy desk-top, remote dial test unit is designed to allow railroad personnel to monitor from a remote position all system voltages, gating, amplifier gain, and infrared trackside scanner operation of equipment associated with Servo Corp's hotbox detector systems. The test unit uses existing lines of direct wire detector systems. Each function to be monitored is simply selected on a regular telephone dial. The instrument indicator is an easy to read meter. *Servo Corp. of America.*

New TV Line (RA-8)

A new line of closed-circuit television equipment consists of three transistorized cameras and a glare-proof monitor. The line consists of all-weather, indoor and explosion-proof cameras. All three units are equipped with special light compensation circuitry, which automatically adjusts camera sensitivity to light conditions varying from the 10,000-ft-candle brightness of sunlight to a scene at dusk illuminated by one foot candle of light. The cameras also have an electronic regulator to hold pictures sharply in focus despite fluctuations in line voltage and ambient temperatures. The compact all-weather camera operates over an ambient temperature range from—22 deg F to + 140 deg F without blowers, filters, heaters or thermostats. The new monitor uses a 14-in. picture tube to provide bright pictures with 650 lines of horizontal resolution. Remote control facilities enabling users to operate up to 10 camera functions from the monitor location are available for use with the new television equipment. *Motorola Communications & Electronics, Inc.*

Steel Foundations (RA-9)

Galvanized steel foundations for instrument cases, battery cabinets, airline pipe, switch valves and dwarf signals are lighter and much easier to install than the concrete and cast iron types, according to Line Material. The use of fabricated steel foundations along the tracks assures free drainage since there are no obstructions to proper drainage. In addition, the fabricated galvanized steel mountings can be reused. *Line Material Industries.*

Detector Counter (RA-10)

A multiple counter is now available for a broken-flange-and-loose-wheel detector, which will count the number of axles after the detector has been actuated by a defective freight car or locomotive wheel. The axles from the defective wheel to the end of the train are counted. Indication lamps are also included on a panel, along with the counting device, to indicate the number of broken wheels detected. *Wheel Checkers.*

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10/15/62

Market Outlook

Carloadings

Carloadings for the week ended Oct. 6 were not available as this issue went to press.

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended Sept. 29 totaled 15,402 cars, compared with 13,461 for the corresponding 1961 week. Loadings for 1962 up to Sept. 29 totaled 522,430 cars, compared with 433,019 for the corresponding period of 1961.

IN CANADA.—Carloadings for the seven-day period ended Sept. 21 totaled 76,671 cars, compared with 76,220 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Sept. 21, 1962	76,671	22,311
Sept. 21, 1961	78,378	21,716
Cumulative Totals		
Sept. 21, 1962	2,581,897	866,725
Sept. 21, 1961	2,505,320	881,504

Foreign Market Stronger For Transport Equipment

New foreign activity of the U. S. transportation equipment industry is on the upswing, according to a new study made by Booz, Allen & Hamilton, Inc.

From July 1961 to June 1962, the survey showed, U. S. companies set up 31 new operations, expanded 18 others and entered into 19 licensing agreements. Only three industries of the 18 studied were more active during the year.

The upturn in transport equipment activity reversed a sharp decline noted in surveys a year ago. And it contrasted with a decline in foreign activity by U. S. firms generally during the July 1961-June 1962 period.

Booz, Allen & Hamilton's full survey now covers 1,100 U. S. companies and 2,197 foreign activities between July 1960 and June 1962. Chemicals and non-electrical machinery headed the most-active list, with each accounting for 14% of the total number of new foreign projects. Electrical machinery accounted for 11%, transportation equipment for 8%.

More than half of the projects instituted during the two years were located in Western Europe. Western Hemisphere nations were selected for 25% of new activities and Asia—primarily Japan—accounted for 16%.

New Equipment

FREIGHT-TRAIN CARS

► *Detroit, Toledo & Ironton.*—Ordered 100 70-ton, 50-ft Hydroframe-60 box cars from Pullman-Standard at a cost of $1,425,000. Delivery is scheduled to begin the last week in November.

► *Missouri Pacific.*—Ordered 100 70-ton, 50-ft insulated box cars and 50 2,600-cu-ft Air-Slide covered hopper cars from General American. Delivery of the box cars is scheduled to start in December; the covered hoppers, in April 1963.

► *Northern Pacific.*—Ordered five 100-ton, 66-ft, roller-bearing, mill-type gondola cars from Ortner at a cost of $15,000 per car for delivery late this month.

► *Bad Order Ratio 0.9% Lower Than Last Year.*—Class I roads on Aug. 1 owned 1,577,242 freight cars, 51,039 less than on Aug. 1, 1961, according to AAR report summarized below. Bad Order ratio was 0.9% lower than on July 1, 1961.

	Aug. 1, 1962	Aug. 1, 1961	Change
Car ownership	1,577,242	1,628,281	—51,039
Waiting repairs	132,811	151,500	—18,689
Repair ratio	8.4%	9.3%	— 0.9%

PIGGYBACK

► *Pacific Fruit Express.*—Ordered 200 40-ft, mechanically refrigerated trailers, designated "Tempco-Vans," as part of a $12-million program for new piggyback equipment announced earlier this year. Most of the trailers are expected to be in service by the end of this year. The new order will bring PFE's fleet of refrigerated trailers to 625 units, representing an investment in piggyback trailers of more than $8,400,000 during the last year, according to L. D. Schley, PFE's vice president and general manager.

PASSENGER-TRAIN CARS

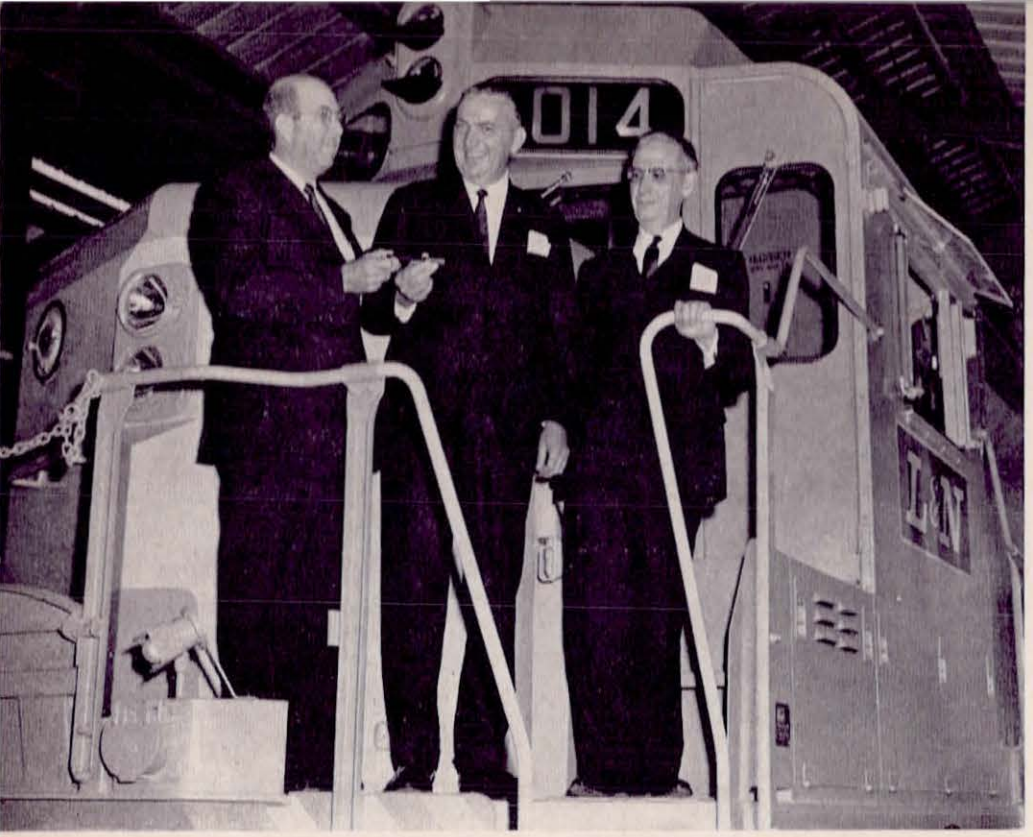
► *New York City Transit Authority.*—Has received bids for the supply of 424 new subway cars for the IRT line at a cost of $109,800 a car, to be financed by a bond issue authorized by the state legislature (RA, April 30, p. 51). Bids are due in December for 600 new cars for the BMT and IND lines—300 to be financed by the bond issue, and 300 to be paid for by city funds.

New Facilities

► *Southern Pacific*—Ordered equipment from Union Switch & Signal for installation of 152 track miles of CTC in the Fresno-Tracey and Stockton-Polk, Cal., territory. Control will be from two TCC machines at Bakersfield, which when completed will control 290 miles of track.

FOREIGN

► *Pakistan.*—Will use proceeds of a $23-million World Bank loan for the improvement and expansion of railway systems in West and East Pakistan. The loan will cover part of the foreign exchange costs of railway modernization during the third and fourth years of Pakistan's Second Five-Year Plan, which calls for railway expenditures totaling $300 million.



GM'S 25,000th DIESEL-ELECTRIC is formally turned over to L&N President W. H. Kendall (left) by R. L. Terrell, GM vice president and general manager of Electro-Motive Division, as J. M. Roche, GM executive vice president, looks on.

Rail Growth Seen By GM Executive

All factors point to growth of the American economy, as General Motors interprets them—and it's "beyond question . . . that the railroad industry should share fully in this growth."

James M. Roche, executive vice president of GM, told a railroad-oriented audience that "the economy currently is operating at very high levels and our present thinking is that it will continue to do so." Speaking at the recent 25,000th-locomotive celebration at GM's Electro-Motive Division plant (RA, Oct. 8, p. 16), Mr. Roche called particular attention to the outlook for the automobile industry.

His forecast: 1962 promises retail auto sales of close to seven million units—which would make '62 the second best year in the history of the industry. Further, he emphasized, current economic indicators point to a seven-million car year in 1963—and an increase to better than nine million units by 1970.

Part of GM's optimism, he said, is based on studies of the usual economic indicators. But another major factor is competition—"the motive power of progress." As Mr. Roche sees it, "American industry is more vigorously competitive today than ever, and this bodes well for its future." The railroads, he added, have been doing their part: "You have been taking vigorous and courageous steps to prepare yourselves to serve the country even better and grow with it. We admire you for this."

GM's executive vice president skirted a prediction on the form the locomotive of the future will take. The diesel supplanted the steam locomotive within a generation, he noted, "and this rapid takeover epitomizes what we see today is so many areas of technology—an accelerating pace of progress. . . . I can assure you that our research and development program will be accelerated to meet the competitive challenge in the years ahead."

EMD, he said, "looks at the locomotive as a complete system with prime movers, transmissions and control equipment as integral parts of the system. These systems are under continual development and each is judged according to the economic contribution it can make."

RATE HASSLE

(Continued from page 13)

that exempt carriers won't join the "family of regulation" if they have reason to believe "that they are going to be harassed either by you or by the Commission." Mr. Webb then listed these "four essential ingredients" to the development of any reasonable compromise:

1. The Administration must continue to provide leadership by stressing the objectives of the President's message and by making it clear that inaction would be intolerable.

2. The Commission should be consulted fully.

3. Common legislative interests of common carriers must not be obscured by their divergent legislative goals.

4. The most important role of all is that which must be played by Congress.

Meanwhile, Commissioner Webb had spelled out his reasons for believing there is little prospect for enactment of the Presidential proposals as made. He conceded that the proposed legislation rests "on bedrock principle," but he also said that "in transportation as in the larger affairs of life, reasonable and honorable men must adjust as best they can the external tension between 'a stern and stubborn pride' in principle and the necessity of 'compromise and barter'."

The commissioner also sounded a warning about the prospective impact of antitrust laws if they are substituted for Commission regulation, as the proposed legislation contemplates. He said:

"My personal opinion is that the antitrust laws would operate with much greater force than is generally realized. In fact, as I reflect on the vague contours of that legislation and upon its traditionally aggressive enforcement, I marvel at the audacity of those who would leap from the frying pan of regulation into the fire of antitrust."

As to the proposed modification of the Reed-Bulwinkle Act (now Section 5a of the Interstate Commerce Act) which accords antitrust immunity for carrier rate procedures, Commissioner Webb said such dismantling of machinery for cooperation would impair the development of a coordinated transportation system. He warned, too, that it would not be easy to turn back, saying: "Those who are now willing to impair the machinery which they have long regarded as essential may hope to repair it later on by amending the antitrust laws. There is a better chance that the New York Mets will be playing in the World Series of 1963."

PEOPLE IN THE NEWS

BURLINGTON.—Eldon Phillips, assistant to the vice president-operation, Chicago, named superintendent, Alliance division, Alliance, Neb., to replace **J. E. Hamer,** appointed assistant general manager of lines west, Omaha.

CANADIAN NATIONAL.—A. P. Lait, manager of convention and special traffic, passenger sales department, retired Oct. 1 after 50 years with the CN.

CHESAPEAKE & OHIO.—R. G. McGehee, assistant to regional manager, Eastern region, Richmond, Va., appointed assistant to regional vice president.

T. P. Hackney, Jr., assistant to chief mechanical officer, Richmond, appointed general superintendent car department, Huntington, succeeding **H. J. Baker,** retired. **E. E. Slack,** assistant superintendent motive power, work simplification and personnel, appointed staff assistant to chief mechanical officer, Huntington. **S. M. Ehrman,** assistant general superintendent car department, appointed superintendent car department, Huntington. **C. A. Thomas,** district car foreman, Grand Rapids, Mich., appointed assistant superintendent car department there. **E. J. Henshaw, III,** assistant to general superintendent car department, appointed assistant superintendent car department, Huntington. **A. N. Gilbert,** assistant to superintendent motive power, appointed assistant to superintendent car department, Huntington. **W. J. Duffy** appointed superintendent special equipment — mechanical, Grand Rapids. Abolished former positions of Messrs. Hackney, Slack, Ehrman, Henshaw and Gilbert.

C. R. Bland, assistant electrical engineer—rolling stock, appointed assistant superintendent motive power—electrical, Huntington. **Mack Raney** appointed assistant mechanical engineer, Grand Rapids. **J. M. Kiggin,** supervisor work simplification, named assistant to mechanical engineer, Huntington. **F. L. Whitmer,** assistant engineer—locomotives, named supervisor—diesels, Huntington, **J. A. Barron, Jr.,** assistant engineer-diesel, appointed assistant supervisor—diesels, Huntington. Abolished former positions of Messrs. Bland, Kiggin, Whitmer and Barron. Abolished position of assistant to assistant superintendent motive power—diesels, Huntington, formerly held by **M. P. Winston,** retired.

R. H. Bradley, assistant trainmaster, Richmond division, Charlottesville, Va., promoted to trainmaster, Clifton Forge, Va., succeeding **K. E. Bomar,** named assistant superintendent, Ashland, Ky. Mr. Bomar succeeds **F. R. Lutz,** transferred to Russell, Ky., to replace **O. D. Ellison,** retired. **M. L. Gould,** road foreman of engines—assistant trainmaster, Handley, W. Va., promoted to trainmaster and road foreman of engines there, succeeding **C. T. Bartlett,** trainmaster, retired. Abolished Mr. Gould's former position.

ERIE-LACKAWANNA.—Thomas E. McGinnis, assistant general manager, transferred to Cleveland, Ohio. Abolished position of assistant general manager, Hoboken, N. J.

E. Dean Thompson, contract assistant to vice president for operations, promoted to assistant to chief engineer—maintenance of way, succeeding **A. K. Frost,** retired.

GULF, MOBILE & OHIO.—Thurman R. Kaiser appointed freight traffic agent, New Orleans, La.

JERSEY CENTRAL.—Thomas F. Clarkin, assistant passenger traffic manager, appointed passenger traffic manager, Jersey City, N. J., succeeding **Edwin L. Tomlinson,** who retired Sept. 30.

MAINE CENTRAL.—Harold J. Foster, executive representative, retired after nearly 47 years of service.

MISSOURI PACIFIC.—K. M. Holloway, assistant trainmaster, Kingsville, Tex., named trainmaster, Corpus Christi, Tex.

NORFOLK & WESTERN.—W. Hubert Woody, manager, statistical bureau, appointed manager data processing, a new position attached to the organization and methods research staff under the vice president—finance. **T. Miller Bradley,** assistant manager, statistical bureau, promoted to manager of that bureau.

PACIFIC FRUIT EXPRESS.—Earl V. Hopkins appointed general mechanical and engineering officer, succeeding **G. P. Torburn,** retired.

PENNSYLVANIA.—Ralph W. Smith, district sales manager, Columbus, Ohio, promoted to district sales manager, Cincinnati, Ohio.

S. N. Phelps, manager dining car service, Long Island City, N. Y., appointed manager, dining, sleeping and parlor car service.

READING.—Spencer H. Heltzinger, personnel assistant, appointed assistant superintendent of personnel, Philadelphia, and is succeeded by **Francis J. Domzalski.**

The following appointments were made in the Marketing Department: **H. J. Lobb, Jr.,** general manager—marketing and pricing; **J. F. Leibrandt,** manager—merchandise marketing and pricing; **J. D. Grier, R. G. Dunn** and **E. L. Dash,** assistant managers—merchandise marketing and pricing; **T. J. Fitzpatrick,** manager—motor carrier pricing; **J. J. Gallatig,** assistant to general manager—marketing and pricing; **J. W. Lawson,** manager—market research; **Andrew Negro,** manager—coal marketing and pricing. Abolished positions in the freight traffic department formerly held by these officers.

Arthur T. Lawrance
Alco

W. Fred Flickinger
Symington Wayne

Clinton C. Funk, Jr., appointed manager of **Reading Transportation Co.,** succeeding **Charles W. Piening,** resigned. Mr. Funk also appointed manager, Reading Dispatch and Karn's Transfer. Abolished positions of acting manager, Karn's Transfer and Reading Transportation Co., and acting transportation assistant, Reading. **T. A. Shields** continues as superintendent — truck service, Reading Transportation Co.

REA EXPRESS.—Frank A. Johnson, Jr., appointed assistant to vice president, sales department. Mr. Johnson was formerly general sales manager, Branch Motor Express Co., Brooklyn, N. Y.

Harold J. Kuhns, project manager, Engi-

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neering division, appointed to the newly created post of director, Technical Services Division.

Chester J. Jump, vice president, retired Sept. 30.

John J. Short, Jr., manager, air express sales, Northeastern region, appointed regional sales manager of that region, at New York.

RICHMOND, FREDERICKSBURG & POTOMAC.—**David S. Antrobius** appointed attorney, Richmond, Va.

SANTA FE.—**A. A. Moser**, general freight agent, Chicago, advanced to traffic manager, Amarillo, Tex., succeeding **H. C. Vincent**, who retired Oct. 1.

G. E. Becker appointed assistant superintendent, Kansas City division, Argentine, Kan. **D. I. Warren** named acting trainmaster, El Paso, Tex., to succeed **H. G. Crawford**, on leave of absence.

W. M. Sellards appointed auditor of passenger and agency accounts; **H. E. Mischke**, assistant auditor of passenger and agency accounts; and **R. D. Cain**, assistant auditor of freight accounts, all at Topeka, Kan.

SEABOARD.—At Richmond, Va., **R. P. Moriarty** and **F. M. Johnson** named assistants to general storekeeper; **J. R. Hornbuckle** appointed manager inventory control and **H. I. Price** named supervisor stock records. Mr. Moriarty was formerly district storekeeper, Hamlet, N. C. Mr. Johnson was general storekeeper's assistant, Richmond.

SOUTHERN PACIFIC.—**Lee F. Andreas**, general agent, Philadelphia, transferred to Pittsburgh, replacing **Joseph W. Dulaney**, named assistant freight traffic manager, St. Louis Southwestern, St. Louis. **Howard J. Riopelle** succeeds Mr. Andreas.

J. A. Mullins, road foreman of engines, El Paso, Tex., named trainmaster, San Antonio, Tex., replacing **T. J. Womack**, retired.

A. G. Horsfall, assistant general freight agent, Houston, Tex., retired Sept. 30.

UNION PACIFIC.—**R. A. Watters** appointed division storekeeper, Cheyenne, Wyo.

WABASH.—**J. T. Ormond** named superintendent, Chicago Terminal division, Chicago, replacing **W. G. Blades**, transferred to the Montpelier division, Montpelier, Ohio.

Supply Trade

Arthur T. Lawrance has been appointed to the newly created post of director of long-range planning for **Alco Products, Inc.** Mr. Lawrance, whose responsibilities will include the development of overall planning programs, the evaluation of planning progress and the preparation of economic studies, will report directly to the president.

Milton D. Lifset has been appointed industrial relations director. He is an attorney and previously was ALCO's labor relations director.

W. Fred Flickinger, sales engineer, Symington division, **Symington Wayne Corp.**, New York, has been promoted to the newly created position of general sales manager of that division.

Cardwell Westinghouse Co. and **Universal Railway Devices Co.**, both of Chicago, have named **Arthur D. Huff, Jr., Inc.** of New York as their representative in New England.

James C. Thomas, former engineer of passenger equipment, **New Haven**, has joined the engineering staff of **Trans-Lite, Inc.**, Milford, Conn., designer and manufacturer of lighting equipment for railroad and subway cars, airplanes and buses.

Daniel C. Prescott, western regional sales and service representative for the **Holland Co.**, Chicago, has retired after 39 years service in the railroad and railroad supply business.

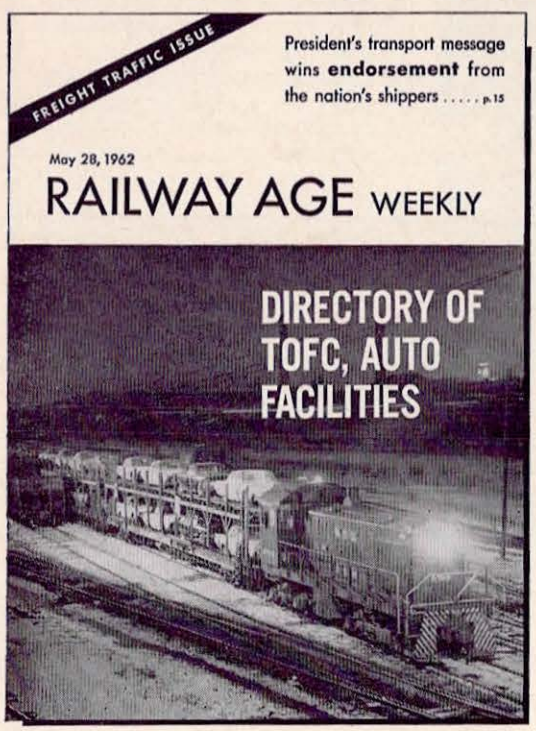
The Budd Co. is changing its wholly owned subsidiary, **Continental-Diamond Fibre Corp.**, into an operating division to be known as **Budd Polychem Division.**

Walter W. Hutchinson appointed manager of marketing and sales, industrial products, **Marquardt Corp.**

General Railway Signal Co. will issue 127,006 shares of common stock for all outstanding shares of **Edwards Co.**, Norwalk, Conn., manufacturers of electrical and electronic control and communications equipment, including fire alarm and other protective systems. In addition to the merger of GRS and Edwards, a new parent company, **General Signal Corp.**, will be formed. **Nathan R. Owen**, chairman of the board of GRS, will be chairman of the new corporation; **R. Stafford Edwards**, chairman of the board of Edwards, will be vice chairman of the board; and **P. W. Smith**, president of GRS, will be president of the new corporation. The Rochester, N.Y., facility of GRS will continue under its original name of General Railway Signal Co., as will the Edwards Co.

Richard P. Molt has been named director of research and development at **Whiting Corp.**, Harvey, Ill.

FREIGHT TRAFFIC ISSUES
OF RAILWAY AGE


FREIGHT TRAFFIC ISSUE
President's transport message wins endorsement from the nation's shippers p.15
May 28, 1962
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LETTERS FROM READERS

Clean Cars

Oak Park, Ill.

To the Editor:

Referring to your issue of June 18, page 23, "Can Car Utilization be Improved?" and the constructive answer by Harold P. Hannan, consultant and former transportation officer of the New York Central:

I hope his article is given wide support by the railroad industry to all employees.

I was impressed by the reference to prompt switching of cars to wash or cleaning tracks, and another part that avoidable per diem and operating expenses resulting from delays and mishandling of cars have to be considered money down the drain.

There is a very important report in the proceedings of the Allegheny Regional Board at Pittsburgh, Pa., Wednesday, March 20, 1957, by F. W. Klas, assistant to vice president, Wheeling Steel Corporation, Wheeling, W. Va., reported on pages 9-14 briefly. The Association of American Railroads indicated from best available figures the annual cost at $110 million for cleaning cars, and then added, "If all *receivers* would cooperate in the Clean Car Campaign, about 50% could be saved."

In my opinion, if they had added that the railroads should also cooperate it would have helped. This subject is a two-way street and sincere cooperation is necessary.

The AAR pamphlet used eight million cars and estimated a loss of three days—car days lost 24 million. On the basis of 16 days turnaround, this would mean additional loadings of 1,500,000 cars per year. The article then goes on to say if the above figures are correct, then the car cleaning bill is closer to $500 million.

On page 10, "The Association has not granted proper study, as the above cost of $500 million is based on their own assumed figures of eight million cars moving annually over railroad cleaning tracks." It would then seem that there is a need for an over-all study to get not only the correct data, but by highlighting to the *carriers themselves* where time and revenue is being needlessly wasted because of excessive car cleaning. A thorough study and appraisal by each railroad would even earmark the geographical areas where the receivers are doing the least satisfactory job of turning out clean cars, and here is where the greatest consignee education effort should be exerted.

It seems that the AAR has the first duty of either coming up with the correct figures by a proper survey or making no statements of assumed costs and number of cars cleaned annually which cannot be substantiated.

In your long experience, have you ever observed any figures from the AAR along these lines or an explanation regarding a further study:

Total cars cleaned.

Total cleaning car costs.

Total lost car days switching from industry or team tracks to cleaning tracks.

Total lost car days switching from cleaning tracks to industry for loading or available for distribution on transportation orders.

Total cost of switching from industry to clean-out and cost of switching from clean-out tracks back to industry for loading.

With correct figures of total cars cleaned and the turnaround time, would this give some idea as to the estimated number of cars that would be added to car ownership if all cars were cleaned by consignee?

If this figure can be obtained and average cost of equipment is $10,000 per car, what amount does this total so far as capital investment is concerned?

What is estimated loss of revenue due to car shortage where traffic is diverted to other forms of transportation?. . . .

James L. Brown

'Planned Chaos in Transport'

New York City

To the Editor:

Congratulations on a beautifully written editorial pointing up one of the basic problems facing the railroads in your Action Page, September 17 edition ["Planned Chaos in Transport"]. My first thought was—it is too bad that you cannot send a copy of same to every U.S. Senator and Representative, President Kennedy and his Cabinet members, heads of the armed forces, etc. Also it certainly would make a worthwhile advertisement for the U.S. railroads to publish in the important or Big City papers. You might recall Robert R. Young once said the railroads ought to spend $100 million on publicity and advertising. The AAR could consider spending just a few thousand but start with your challenging and penetrating editorial.

Keep up the good work.

George T. Peregrin

Clark Hungerford

Louis W. Menk

L. W. Menk Elected Frisco President

Louis W. Menk, vice president, operations, St. Louis-San Francisco, was elected president of that road Oct. 5. He succeeds Clark Hungerford, chairman of the board and president, who remains as Frisco board chairman.

Mr. Menk, 44, born in Englewood, Colo., spent three years as a messenger and telegrapher on the Union Pacific before joining the Frisco in February 1940 as a telegrapher at Tulsa, Okla. He moved up through the operating department ranks to become assistant general superintendent of transportation, assistant general manager, and, in 1956, general manager. In September 1958 he was made vice president and general manager and has served as vice president, operations, for the Frisco since July 1960.

Mr. Hungerford became president of the Frisco in January 1947, and was elected chairman of the board and president in March 1958. He had been general manager of Southern Railway's Western Lines from 1939 until March 1, 1946, when he was named vice president, Operations and Maintenance Department, Association of American Railroads. He has been active in the National Defense Transportation Association, having served as national president and chairman of the board.

New Haven Service Passes PUC Tests

Operations of the New Haven got a passing grade from the Connecticut Public Utilities Commission last week for having "in many categories exceeded the minimum standards" set by the Commission.

The report to Gov. John N. Dempsey covered on-time performance (the New Haven scored 90.49); inspection and repair of passenger cars; air conditioning and heating; renovation of passenger cars: renovation of lavatories; cleaning of passenger cars; and maintenance of track and roadbed.

YOU OUGHT TO KNOW

The $1.8-million car and locomotive shop of the Richmond, Fredericksburg & Potomac at Bryan Park, Richmond, Va., was opened officially last week. All locomotive servicing and repairs, light and heavy repair facilities for freight and passenger cars, and the stores department have been consolidated in the new structure. This has permitted abandonment of several former equipment maintenance buildings in an area which the RF&P will open for industrial development. Highlight of the opening, attended by state and city officials, was the "topple of the tipple," dynamiting of RF&P's abandoned steam locomotive coaling facility as a first step in clearing the Bryan Park industrial area.

A bronze "Oscar-of-Industry" will be awarded the Southern for a fourth time for once again coming up with a prize-winning post meeting report for stockholders. The Southern won first place in the transportation category in the 1962 competition sponsored by Financial World. The railroad also won in 1958, 1960 and 1961. Amsted Industries' 1961 annual stockholder report won first prize in the railroad equipment classification.

Controlling interest in the 95-mile New York, Susquehanna & Western has apparently been acquired by Irving Maidman, New York real estate investor and developer. Holdings of $1,250,000 of Susquehanna mortgage bonds and more than 15,000 shares of preferred stock, he said, entitle him to elect five of the road's nine directors. Susquehanna lost almost $400,000 in 1961 and posted a net loss of $154,909 in first-half 1962. But, Mr. Maidman said last week, "With a proper real estate development and leasing policy, there is no reason why the railroad couldn't become an exceedingly profitable enterprise."

Baltimore & Ohio's passenger deficit (on an out-of-pocket basis) may be "virtually eliminated . . . by year's end," if the ICC acts favorably on two train-off cases now before it. B&O credits the discontinuance of consolidation of trains which the public had abandoned, plus other cost-cutting methods effected during '62, for bringing passenger operations close to the break-even point. Latest step in the campaign: Effective Jan. 1, B&O will no longer give passes or reduced-rate orders to personnel of other railroads or industry associations for business travel (and, at the same time, won't request such transportation from other roads). The potential revenue involved: about $750,000.

Fines totaling $10,600 were paid in September by 13 railroads for violations of the Safety Appliance and Signal and Locomotive Inspection acts. Biggest payer was the L&N, assessed $2,750.

Support for the railroad position that fully distributed costs have no proper role in competitive rate cases has come from 10 economists. Their findings are set forth in the October issue of the University of Chicago's Journal of Business. They came out of a study sponsored by the AAR. The economists recommended the incremental-cost yardstick, saying that a rate should be set at "that margin above incremental cost, traffic volume considered, at which it produces the maximum total contribution toward fixed costs and net income."

An $18.5 million backlog, compared with $7 million last year, is keeping production lines busy in the Railway Division of Budd. The most recent addition to the sales books was an order for nine 86-ft stainless steel mail storage cars from Union Pacific (RA, Sept. 17, p. 71).

The U.S. Supreme Court will review the lower-court ruling which set aside the ICC's Sea-Land case order requiring that railroad piggyback rates be 6% higher than competing rates of water carriers in the Atlantic-Gulf coastwise trade. The Commission appealed the case after its setback by a three-judge court in the U.S. District Court for the district of Connecticut. That court held that the 1958 Transportation Act's prohibition against umbrella rate-making cannot be nullified by the Commission "merely because of the adverse effect of rate competition on another mode of transportation, even if carried to the point of rendering one mode of transportation obsolete and hence unable to survive." (RA, Nov. 27, 1961, p. 46.)

A standard commodity code which would be a major step toward mechanization of tariff compilation, rate quotation, and freight customer billing, has been okayed by the AAR.

An 82.9% jump in piggyback and automobile traffic for the first three quarters of 1962 has been recorded by the Louisville & Nashville. Total carloadings for this type of traffic amounted to 21,331, up 9,670 over the same period last year.

A flood of rail abandonment petitions is giving Canada's Board of Transport Commissioners its busiest hearing schedule in 50 years. Thus far the board has called public hearings on seven applications by the Canadian Pacific to tear up 216 miles of branch line track and drop seven short-run trains. The Canadian National has one bid up for hearing to close 18 miles of branch line.

Five members of the ICC, including Chairman Murphy, last week attended a Washington luncheon in honor of this year's winners of the Seaboard Air Line's forestry awards. The winners—six "Future Farmers of America"—are teenaged boys engaged in forestry projects in southeastern states. Robert N. Hoskins, SAL's general forestry agent, presided at the luncheon.

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Not Enough Freight Cars?

As far as the customers are concerned, there is no such thing as an "average freight car." So, if a railroad has calls (say) for 5,000 cars in the course of a week, and it has 5,000 cars of all kinds available—the equality of the two totals doesn't mean that there are not some serious shortages. The reason the two totals do not cancel out is that few shippers will be satisfied with just any old car. More and more often, they want something special. If they do not get it, their traffic may go to another railroad or, worse still, to some competing mode of transportation.

More and more shippers are demanding high-grade or special equipment of one kind or another. Cars equipped to protect lading from damage by impact or vibration are, often, a profitable investment for the railroad concerned—apart from the insistence of shippers that such special equipment be supplied for their lading. But, as specially designed (and much more expensive) cars are more and more widely used, car hire and demurrage charges based on the average inter-railroad "per diem" rental payment of $2.88 become more and more inappropriate for a large part of total freight traffic.

The all-inclusive expense of providing freight cars—in relation to total freight revenue—would appear to vary widely from railroad to railroad, as well as from region to region. We have seen some regional calculations in one of which total freight car expense (including rental payments as well as ownership and maintenance costs of system-owned cars) totaled upwards of 20% of freight revenue.

It would be instructive if total freight car costs—in relation to freight revenue—were calculated for individual railroads for the year just past and for (say) five years ago, to arrive not only at the absolute figures, but also to detect the trends.

Even superficial observation of the present freight car situation strongly suggests the need for systematic effort to improve performance. Economic incentives are needed to increase the supply of freight cars of a kind acceptable to shippers, and to curtail wasteful practices in car-handling, by customers as well as by railroads.

Economics is the science which concerns itself with getting the maximum service in relation to expenditure. Usually, economics does not counsel the basing of charges on average costs. That is to say, if you hire an automobile from a rental agency, you would expect to pay more for a Lincoln of current date than for a Model T Ford. Generally speaking, it is only a monopoly like the postal service which clings to the practice of charging the same rate for a local letter as for one moved across the continent.

Railroads are, more and more, breaking away from a uniform charge for widely different standards of car service. They are doing this by a variety of devices—notable among them being the supply of special equipment at shippers' expense; or, if railroads provide the equipment, they do it with the understanding that the cars will be used regularly and will be not unduly delayed. Piggyback and other special equipment is interchanged between railroads, usually, under special contracts—rather than at a uniform minimum charge.

Thus, economic motives are being injected more and more into the freight car supply situation. If providing economic incentives for all desirable actions in the supply and handling of cars were adopted as a ruling principle, the whole situation would probably improve progressively. There would probably be more newer cars, even if the total ownership were to decline still further.

The problem is highly complex and no oversimplified formula will solve it. A sudden change in the basis for "per diem" charges might be disastrous for some railroads—and provide a windfall for others, without necessarily improving the overall car supply, at least for the near term. The problem is not only one of inter-railroad relations, and shipper-carrier relations, but of inter-departmental relations as well.

Needed—Incentives for Efficiency

With interest at 5% and depreciation on a 15-year basis, the capital cost alone of a $20,000 car will run around $6.50 a day—to say nothing of maintenance expense. Such a car cannot be handled casually—as, quite likely, it was good business to handle a car which cost only one-tenth as much.

Some people have even suggested that freight rates on commodities requiring costly equipment might well be divided into two parts—one part to cover equipment hire on a fully compensatory basis, and the other part for the transportation service alone. Thus, a present charge of $600 for a 1,000-mile haul might be restated to allow for 5 days' car hire at (say) $15 a day—i.e., three days en route and one day each for loading and unloading. The new rate, then, would be $525 for the transportation service and $75 for car hire, with added charges for car detention.

A great many competent railroaders are concentrating on this car supply and utilization problem—which is as complex and important as any purely "internal" problem that confronts railroads. These people deserve the cooperation of all railroads and all departments, because the whole industry's fortunes are deeply involved.

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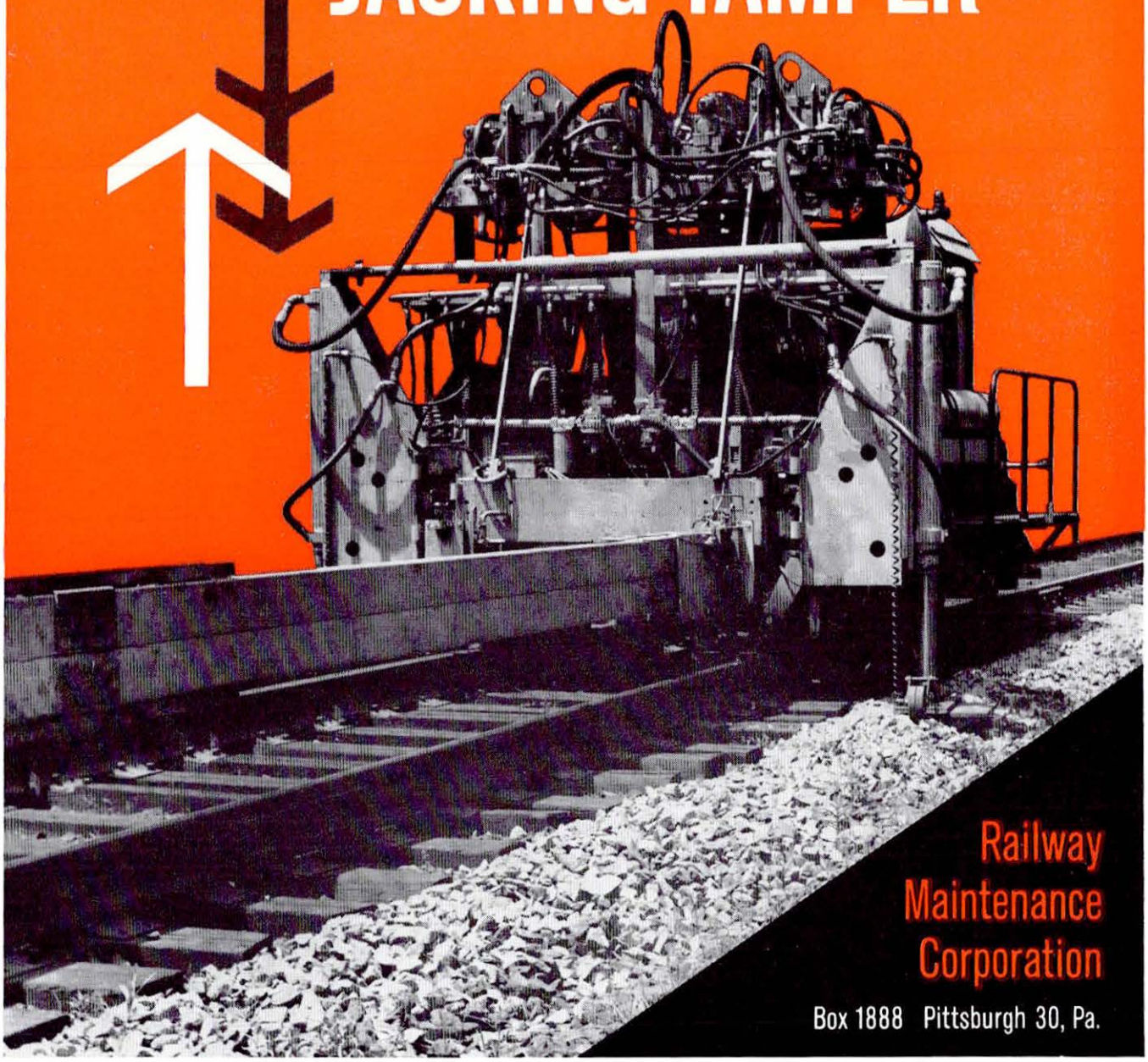

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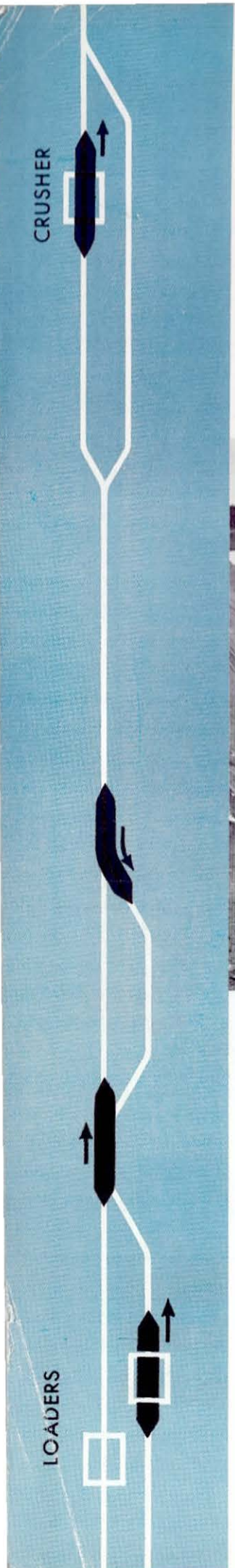

ATO

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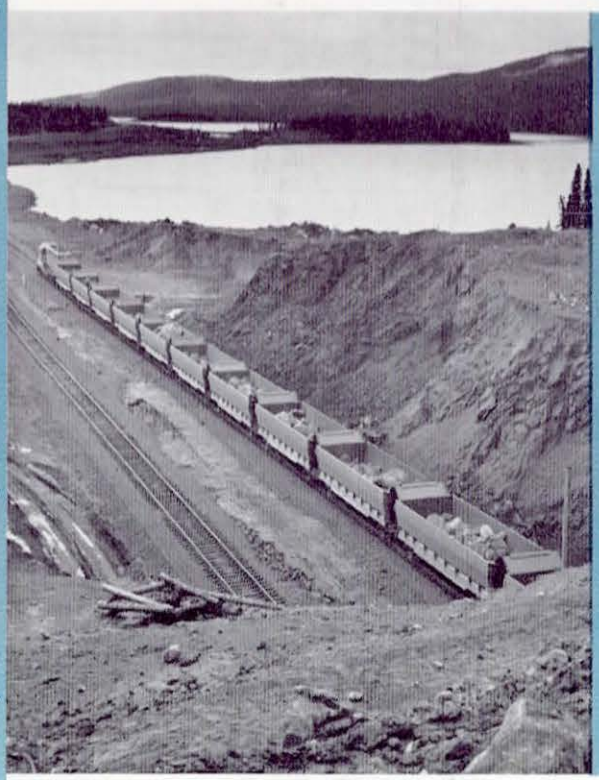
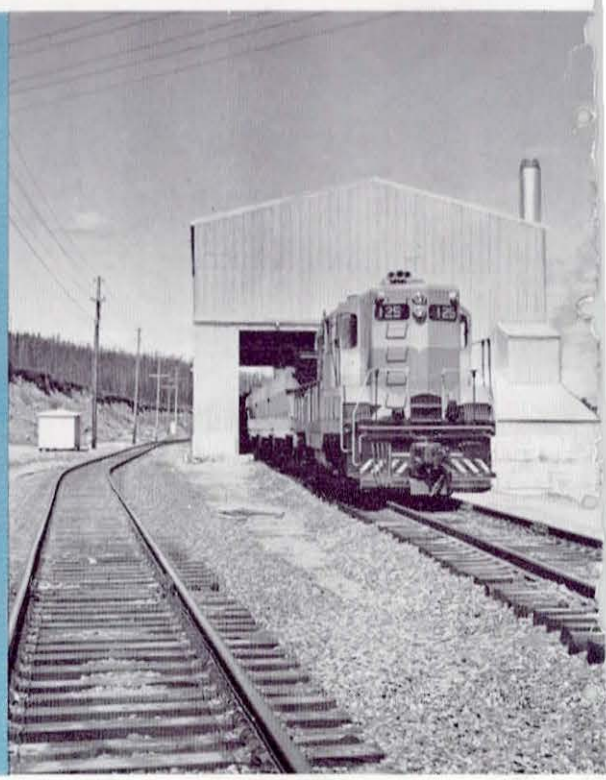
Chute-loaded within tunnel, train pulls out toward dumper, moving at inching speed till each car is loaded—automatically.



Arriving at crusher building, locomotive precisely spots and dumps each car in turn—automatically.



Another system of GRS Automatic Train Operation is now in service. This automatic system operates—with no human intervention—four 18-car trains simultaneously. The system extends over nearly six miles of single track, uses standard locomotives, standard track, but has no crews.

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